DECEMBER 14, 1951

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a night of fog

isn't fit for a dog

—but to the motorist who must carry on, the chief comfort is in the instant perfect response of Lockheed Hydraulic Brakes

LOCKHEED hydraulic brakes

SAFEST IN ALL WEATHERS

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Use ENERGOL motor oil
A Merry Christmas,
and a smooth running New Year
with Winter Grade in season
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the rest of the year,
says Father Christmas.
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Recommended by
leading British motor car manufacturers.
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OFFICIAL TECALEMIT SERVICE

THIS IS THE SYMBOL of the Specialised Maintenance Service recommended by the makers of your car

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HERE IS ONE OF THE 4,000 Official Tecalemit Service Stations in the British Isles. Write for official list of those in your area.

TECALEMIT
The Authority on Lubrication
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The steel claw tread with the cat-like grip.

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The latest product of "TYRESOLES"
THE PROVED PROCESS OF TYRE RECONDITIONING

For wet and greasy roads, in addition to increased road holding and improved braking, "WYRESOLES" have one outstanding advantage. The combination of steel wire and rubber produces an "armour plated" tread with remarkable resistance to tread cuts by glass, flints and nails.

WYRESOLES

Give up to 40% greater braking efficiency on slippery wet surfaces.

(This fact has been established by the Department of Scientific and Industrial Research—as reported in "Road Research" 1949.)

Ask at your local garage or write or 'phone for full details to :—

TYRESOLES LTD., WEMBLEY, MIDDLESEX. **Tel.: WEMbley 1222 (10 lines)**

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It looks a good car–
and it is a good car

★The Autocar '... *Highly acceptable to a driver who cares above the average for the way in which his car performs and handles.*'

Officially appointed Dealers have approved facilities for servicing all Singer Motor Cars. Owners should avail themselves of this service.

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eating up the miles at a high average speed in complete safety, or crawling in top gear among heavy traffic, docile but eager to "open up,"

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the Allard Saloon is always 'AT HOME.'

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ALLARD MOTOR COMPANY LIMITED

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ROOTES

CAR SEAT COVERS

Tailor-made from highest quality materials, they offer the following advantages:

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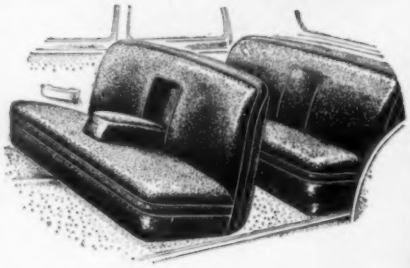

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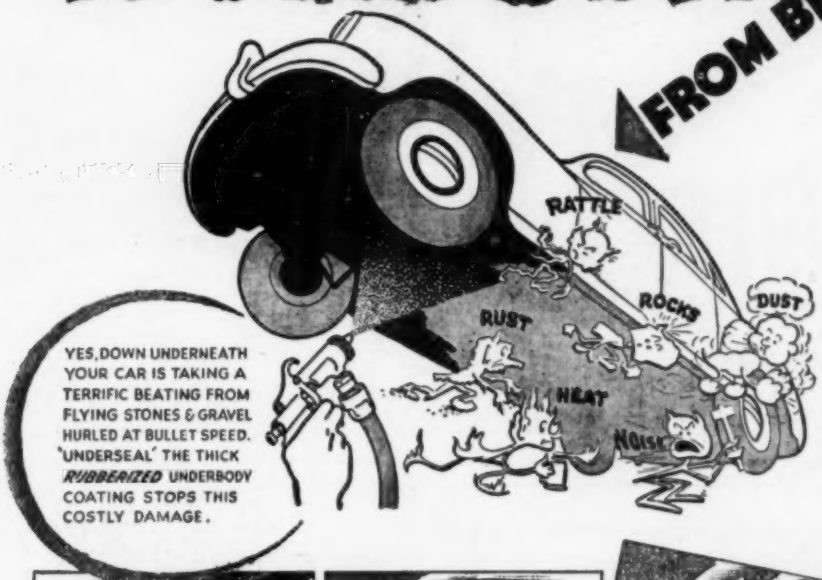
YOUR CAR IS BEING WRECKED FROM BELOW

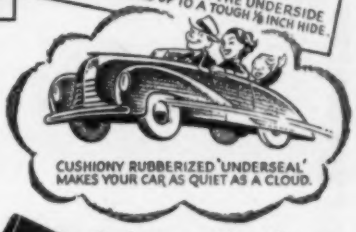


THIS DIAGRAM SHOWS HOW THE ⅛ INCH HIDE OF RESILIENT 'UNDERSEAL' ABSORBS THE SHOCK OF FLYING STONES.

'UNDERSEAL' PREVENTS CORROSION & RUST BY ROAD SALTS, ICE AND WATER. MUFFLES ENGINE AND ROAD NOISE.

'UNDERSEAL' IS SPRAYED ON THE UNDERSIDE OF YOUR CAR TO BUILD UP TO A TOUGH ⅛ INCH HIDE.

IMPORTANT: Twelve years of constant road tests have proved it takes a full ⅛ inch thickness of any undercoating (5 to 7 gallons per car) to get 100% protection and sound deadening. To get this guaranteed protection, **always insist on "UNDERSEAL."**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There is only one

UNDERSEAL

Rubberized

PROTECTIVE COATING

Ask your Dealer

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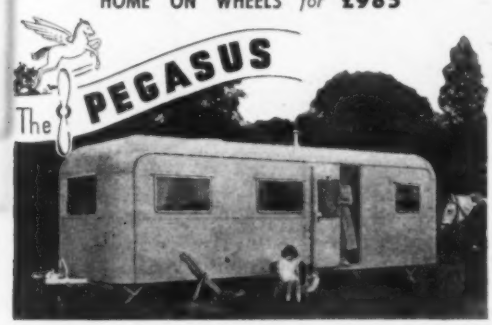
And now Pilot presents

A BEAUTIFUL, FULLY FURNISHED HOME ON WHEELS *for* £985



Retaining the main features and proved constructional qualities of the widely known Panther de Luxe, the Pegasus, also 22 feet long, provides maximum comfort and convenience by day or night, and shows a considerable saving in cost.

The Four Berth Pegasus has three luxuriously equipped compartments: at the front a spacious oak-panelled lounge, adjoining it a roomy kitchen, and at the rear a separate oak-panelled bedroom with bath.

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All post 1/-.

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250 hours at one filling. Paraffin fuel. Each 18/- Post 1/-.

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TERMS—Goods sent for cash or C.O.D up to 15 lbs. in weight.

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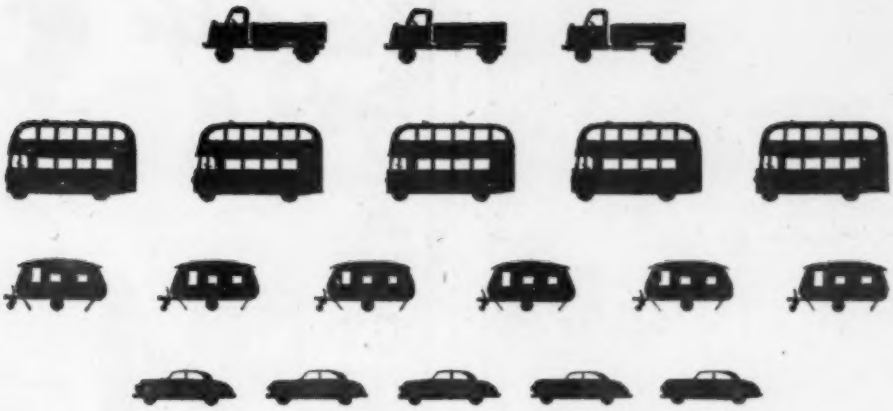

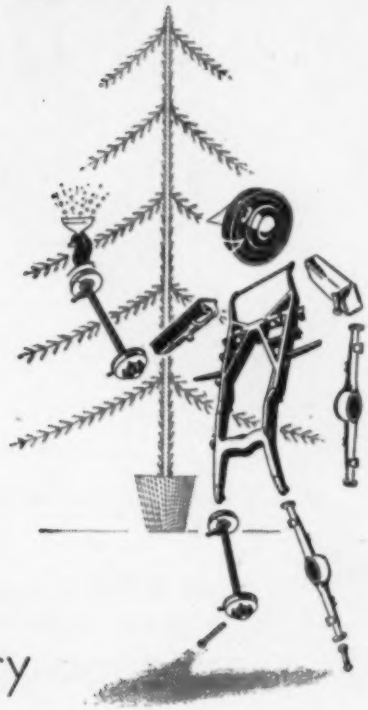

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to all our friends in the motor industry

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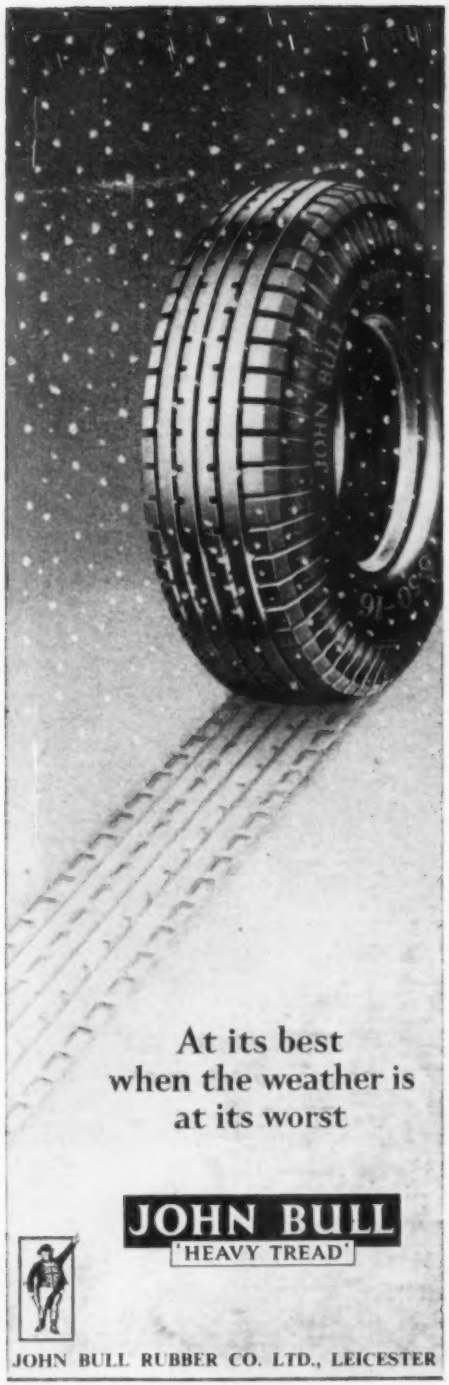
and associated companies of the Owen Organisation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when the weather is
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Brand New INSPECTION LAMPS. Complete with 5 yards reinforced cable, 8/6 each. Post 9d.
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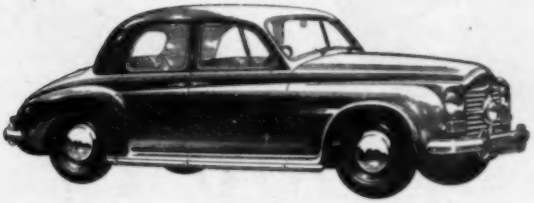
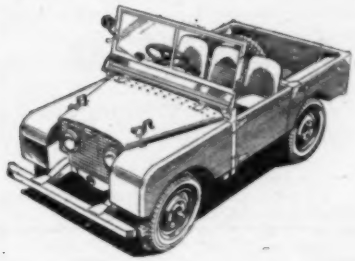
By Appointment to His Majesty the King
Manufacturers of Land-Rovers
The Rover Company Ltd.





ELEGANCE in design and performance is typified by the Rover Seventy-Five, whilst versatility is the characteristic virtue of its workaday companion, the Land Rover, which with its four-wheel drive and power take-off, does the work of several vehicles.

Both are products of a firm that puts craftsmanship first — the firm that has given the World its first gas turbine driven car.

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Alike in Craftsmanship

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CVS-156

The nearest thing to floating through space -

Travelling on INTALOK spring seating

Intalok springing is made up of a multitude of fine gauge springs — each one interlinked with its neighbours. This spring mass makes a surface that conforms exactly to the contours of the body. The whole area of support, from spring to spring, responds to the weight of the sitter; re-adjusts instantly to every change of position.

It is this new **controlled** support that makes Intalok so restfully comfortable. It cuts out travel ache, and reduces driving strain.

Intalok is considerably lighter than other spring seating. And because each spring shares the load, Intalok will not sag, lasts indefinitely.

INTALOK CAR SEATS CAN BE SUPPLIED TO ANY SHAPE, READY FOR TRIMMING, OR COMPLETELY TRIMMED.

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Write for details of car seats and caravan mattresses.

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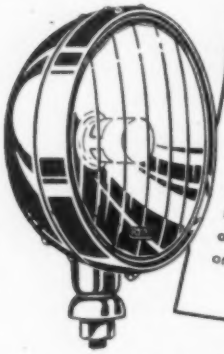

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FOR SAFE NIGHT DRIVING

This powerful, flat-beam light that gives long range illumination without inconvenience to on-coming drivers.

The COMET

NO-DAZZLE DRIVING LAMP

Styled for modern cars . . . designed for modern conditions. Strongly made and heavily plated, with scientific prismatic lens. Complete with prefocus s/c bulb, switch, bracket and cable. State voltage.

Dia. 7⅛"
Depth 3⅜"

***Price* 87/6**

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LAMPS · HEATERS · MIRRORS

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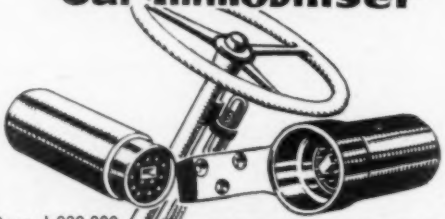
Baffle the Car Thief with the B·M·S Car Immobiliser



Over 1,000,000 Combinations and only the right cap will start the vehicle.

PRICE complete, **75/-**

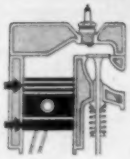
Fitted in half-an-hour.

If any difficulty to obtain locally, write direct to manufacturers stating MAKE and H.P. of car.

This instrument has been designed to prevent your car from being stolen or tampered with when left unattended. It is easily fitted to the steering column (as illustrated) or other convenient place. As long as the cap is removed the vehicle remains immobilised. In each flamant the connections employed are varied, thus creating an astronomical number of combinations which render it futile for anyone to find the four connections amongst the twelve blind pins the cap contains. The two Patent self-locking spring union nuts prevent access to the coil terminals and consequently the immobiliser cannot be by-passed.

THE LUNKEN CO., LTD.
299, GANDER GREEN LANE · CHEAM · SURREY
'Phone: DERwent 7777-8-9 'Grams: "Lunken, Sutton, Surrey".

NEW features which protect your engine



Pistons and cylinders are vital to engine efficiency

CHROMIUM PLATED TOP RING

The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for TWICE THE NORMAL PERIOD. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

BLACK GRAPHITED SURFACE
checks running-in wear.

The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.

FULLY FASHIONED SKIRT

XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

AMAZING RESULTS from "SENSATIONAL" NEW PISTON

run-in wear reduced . . . cylinder life *doubled* . . . smoother quieter running . . . more rebore miles at less cost per mile.

The NEW COVMO XL de Luxe Piston is producing such wonderful results in rebored engines that it is being described as 'sensational.' The COVMO 'Long Life Rebore' provides just what so many motorists want — a piston of de Luxe quality which will give their engine the new lease of life for the further spell of duty that most people must demand from their car in present conditions.

This extra mileage from cylinders, pistons and rings and extended economical running will cost only a little extra on the cost of your rebore. More fully described in a special leaflet post free from BRICOVMO LTD, Coventry.

THE CERTIFIED
Long Life Rebore
WITH

Look for the SATISFACTION SEAL which should be attached to your windscreen by your garage as a guarantee that your engine has had the Long Life Rebore.

COVMO *XL de Luxe* PISTONS

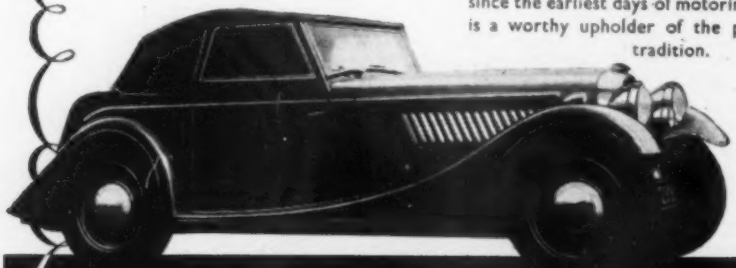
FOR MORE THAN THIRTY YEARS *The Peak of Quality*

Cogent

For the Individualist

THE IMMACULATE MORGAN

A small car with a large engine and a wonderful all round performance. Built by the firm famous since the earliest days of motoring, this two Litre is a worthy upholder of the proud 'Morgan' tradition.



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Please send patterns and prices of your "Luxury Look"
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Well worth the cost....

TO BE FREE FROM FROST!

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Don't leave it until it is too late — drive into your nearest Esso Dealer today!

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Never mind the weather...

To be happy at the wheel—or in the back seat!—in the coldest weather, fit one of the new K-L Monitor Car Heaters. At the touch of a single dashboard control, the compact K-L Monitor gives you car comfort all the year round . . . constant heat at any temperature when it's cold or (by a simple adjustment) cooling air when the weather's hot. More, the Monitor will also de-frost and de-mist while seeing to your travelling comfort! Fits any car, old or new, and operates on any cooling system. (Thermo-syphon without additional water pump).

Price complete **£9 · 19 · 6**

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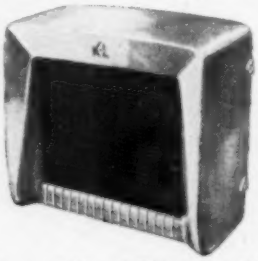

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For ALL ROUND Reliability

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WITH GREATER COMFORT

THE RENAULT 750 FOR 1952

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RENAULT 750

RENAULT LIMITED, WESTERN AVENUE, LONDON W.3.

CVS-266

Take the

tedium

out of travel!

Long journeys are far less tedious when your car is fitted with Ekco Car Radio. The latest Ekco model CR117 can be easily installed in cars of any make or year, either as a single unit or as three separate units—Power Pack, Receiver, and Speaker. Magnetic Core Self-Set Tuning enables you to use any of the 3 pre-set stations without cancelling the one last tuned by hand. Pressure on the appropriate wavelength button returns you automatically to the station last selected by manual tuning. **£30** tax paid.

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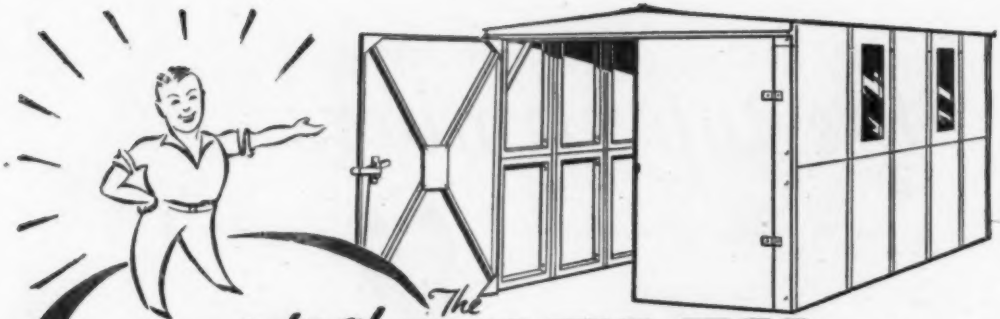

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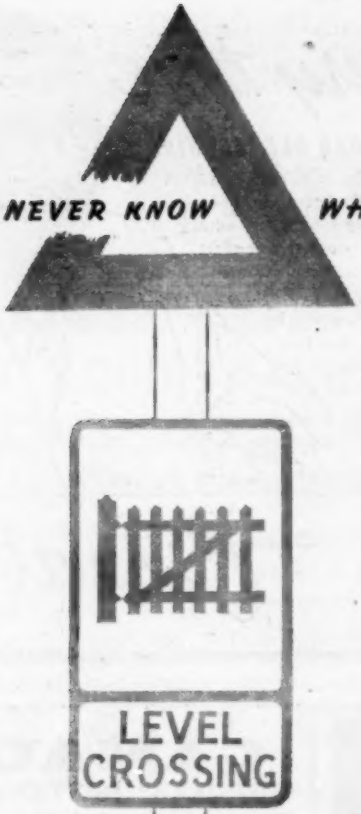

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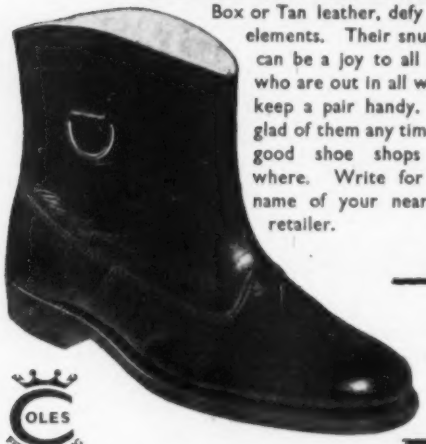

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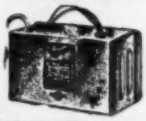

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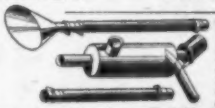

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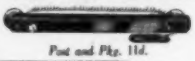

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The Autocar
FOUNDED 1895

No. 2924 FRIDAY, DECEMBER 14, 1951 Vol. XCVI

The Reboring Question

THE author of the article on the following pages is by now well known to readers of this journal as one who is not afraid to speak out forcibly on important subjects. This week he chooses the question of reboring, and says, briefly, that there is much too much of it; that other and cheaper remedies are available for the amount of engine wear usually involved, and even that reboring is a lucrative line which a certain type of garage finds appealing. As a corollary to this, he points out that possession of a boring bar is no guarantee that it is going to be operated with the required skill.

Strong views are invariably held on reboring, and the mileages which a car should be able to cover before it becomes necessary; their reiteration is unnecessary at this juncture. However, everyone is agreed on one thing, and that is that reboring is an expensive evil which should be delayed as long as possible.

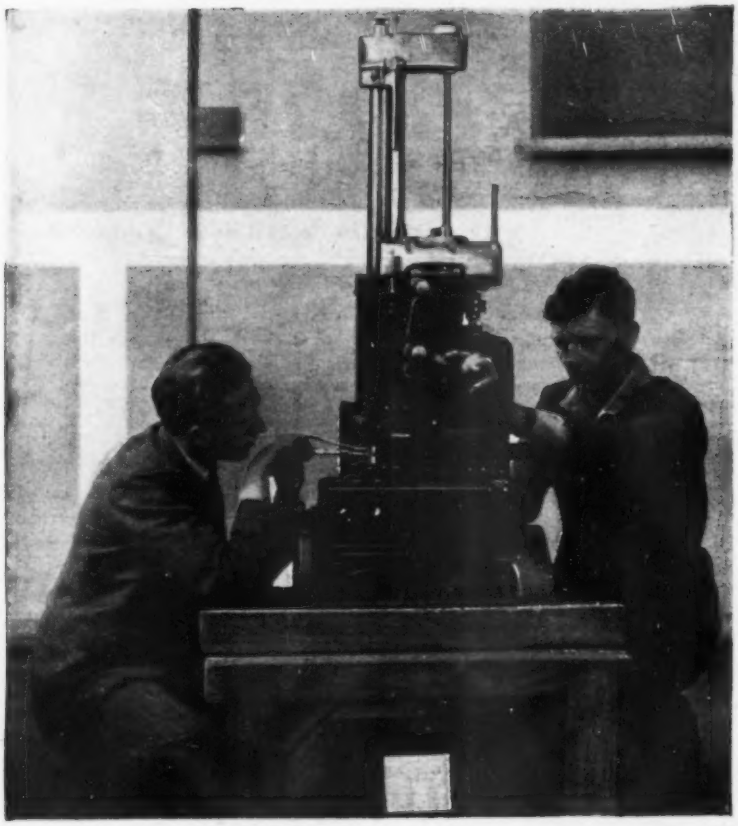
For proper appreciation of the subject, readers should be quite clear as to the types of wear in cylinders. There are three—erosive, corrosive, and abrasive. Erosive wear is a result of inadequacy of lubrication; corrosive wear is caused by the condensation of combustion gases on over-cool combustion chamber and cylinder walls, and abrasive wear results from the scouring of cylinder walls by foreign particles that find their way into the engine.

The factors involved in cylinder wear and the means of prevention would form the material for a book—and, indeed, have done so many times—but all mechanically knowledgeable drivers will be able to deduce these factors for themselves, and they have been dealt with from time to time in *The Autocar*. Obviously the postponement of cylinder and piston wear as far into the future as possible is the best means of settling the rebore question, and it can be stated unequivocally that the protagonist's part in this is played by the driver of the car concerned.

Which Way ?

IF vehicles are to be compelled eventually to be fitted with traffic indicators and a stop light, as foreshadowed in the House of Commons last week, it is to be hoped that considerable thought will be given to the former before the legislation is drafted. Neither the solenoid operated arm of the British type of indicator, nor the winking light that is popular in other countries, reaches anything like perfection. The semaphore is at best a clumsy device, and higher speeds have led to difficulties in obtaining the necessary rigidity of the arm when extended into air that may be moving at a relative speed of up to 150 m.p.h. The winking indicator becomes less than ideally apparent in the brilliant sunshine of high summer, and can be overlooked in an unaccountable manner which seems to apply less to the extended arm. Of neither device can it be said that the visibility from all angles is excellent, and the slight advantage held by winking indicators in this respect is nullified by their often low mounting, which leads to blanking out by other traffic at close quarters.

It is, we admit, difficult to be constructive in criticism of direction indicators, but it may be that the time is opportune for a firm hold to be taken on one of the nettles hedging the subject. This is the styling requirement. The obvious place for signals is where they have always been hoisted at sea—above the bulk of the vehicle displaying them. This need not give rise to ludicrous pictures of a car with a string of flags fluttering from a halyard on the jumper stay; stylists have devised excellent bonnet motifs, only an adaptation of which is needed to provide a short signal mast on, say, the peak of the roof, and many owners have accepted a radio aerial in this position. The suggestion is put forward purely to break the convention of contemporary thought on indicators and to call attention to the necessity of discussion before the iron rigidity of drafted legislation imposes a standstill on design.



With the best equipment, which works to extremely fine limits and the setting up and operation of which are governed by sensitive controls, a rebore of the cylinders is work for skilled craftsmen and is a major operation.

by
Bert Houlding,
Jnr.

Is Your Rebore Really Necessary?

Readers will remember the author of the article on these pages as one who is inclined fearlessly to put forward controversial theses based on practical experience. They will not be disappointed with the present example, for Mr. Houlding suggests that what he calls the "rebore habit" is becoming an unnecessary fetish.

CONSIDERING the unprecedented number of aged and virtually worn-out cars at present in use, no one would venture to say that the need for frequent and often expensive overhauls is not considerably greater than at any time during the history of motoring. It does appear, however, from what one learns in daily conversations with non-technically minded car owners that a great deal of reboring is being undertaken when very much less drastic treatment, and very much less *expensive* treatment, would rejuvenate many engines which have suffered normal wear and tear over the years. I shall be in for a scragging from my fellow-traders when I go further and assert that, in my view, the profit motive, rather than the technical considerations, is responsible for these often unnecessary major overhauls. However, I believe that there are many car owners who could save themselves expense if, by possessing some rudimentary knowledge of what alternatives exist, they were able to assess the possibilities of achieving better engine performance without having to throw themselves upon the mercy of a, let's face it, sometimes unscrupulous motor trader.

My interest in this subject was aroused when I came to the point of deciding what was to be done with my own engine, a popular but rather ancient 10 h.p. model. It had done a good lifetime's service, having covered probably well over 150,000 miles, and had at some time been bored to 0.040in oversize; subsequent cylinder wear had rendered the bores incapable of being restored by reboring to even 0.060in, and resleeving would normally have been indicated. Because of many considerations which are not relevant to

these notes, such a course was not acceptable, and it was eventually decided to attempt a temporary reconditioning by scraping away the upper cylinder ridge, shown in the illustration on page 1586, and fitting new 0.040in pistons, of a very well advanced design, having a scraper ring below the gudgeon pin as well as one above it.

Because of the much dreaded "bore taper," which is shown exaggerated, I dared not even mention this decision to my friends in the trade, and, indeed, I was very sceptical about what the outcome would be. I must stress that the pistons and rings used were quite standard, and that there was no question about the rings being of the special "oil-control" type, currently so widely used, and about which more anon.

Inexpensive Operation

The result, to cut short a long and, I think, very interesting story, was that oil consumption was reduced from about 300 to 2,000 miles per gallon. Bearing in mind that the rest of the engine had received some attention, the performance had been improved also—out of all recognition. Blow-past and fuming had been entirely eliminated, and after 7,000 miles the engine seems still to be improving rather than deteriorating. The results achieved, at relatively small expense, were so encouraging that I was constrained to look further into the whole question of reboring and I think that some rather interesting facts have emerged from the investigation.

First, let us consider the question of the wearing surfaces within the engine cylinder. Contrary to popular belief amongst car users, by far the greatest relative amount of wear does *not* take place upon the cylinder walls themselves, nor upon the skirt or the lands of the piston; examination of a very great number of worn-out pistons has shown that the piston ring grooves suffer considerably more than any other part of the cylinder or piston. For instance, on the pistons removed from the engine mentioned above, while the greatest wear on the piston diameter was 0.017in and on the cylinder bore diameter 0.015in (all of which was on the thrust face of the cylinder wall, of course, making the cylinder eccentric), the rectilineal wear in the piston ring grooves exceeded 0.040in.

At first sight, this might not appear to be very important to the average man, provided there is sufficient radial pressure to hold the ring in firm contact with the cylinder wall. In point of fact, however, no matter what the radial pressure may be, the presence of such wear transforms the piston from a gas- and oil-tight plug into a very efficient pump, and, no matter what other steps are taken to arrest the passage of oil from the sump into the combustion chamber, such wear will certainly ensure that oil consumption will be unduly high.

Piston Ring Pumping

In effect, I am saying that clearance between the piston and cylinder wall is by no means so important as some engine reconditioners would have us believe. A glance at the diagram will show the sequence of the operations of this piston ring oil pump and the positive and foolproof way in which the oil is collected behind the ring when the piston is travelling downwards, and is subsequently transferred to the upper cylinder when the piston ascends. The simple remedy for this very prevalent cause of high oil consumption is to have the piston ring grooves turned out to a standard size, and to fit wider, *not* necessarily diametrically oversize, rings. I have no proof, but I would wager that this treatment alone would considerably reduce running expenses and improve the performance on even the heartiest oil burners. In short, let us try to bear in mind that clearance between the face of the piston and the cylinder wall is not nearly so important from a point of view of oil control as it is for compression sealing.

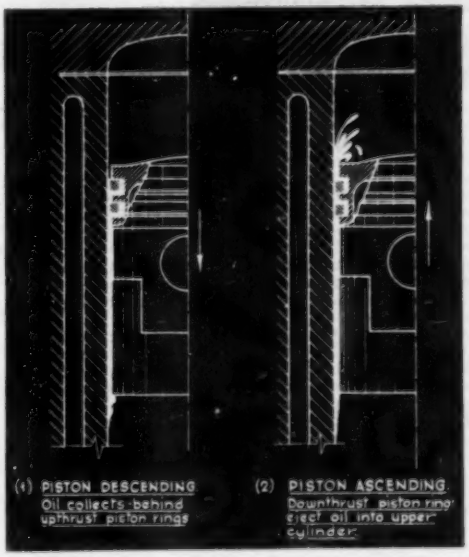
So far we have examined some of the ways in which the oil is allowed and even encouraged to trespass into the combustion chamber; concurrently, we must always remember that an excess of oil on the lower cylinder walls must inevitably contribute to high oil consumption, and we must, therefore, see what can be done to prevent excessive flooding of the cylinders, whilst still allowing for adequate lubrication. I think that one could say with justification that, even in an engine where all clearances in the cylinder and upon the piston are correct, abnormal oil consumption can easily result from over-adequate big-end bearing clearances; again the effect is that of a highly efficient pump, for if there should be a cavity between the big-end bearing and the crankpin, which can retain a quantity of oil whilst the piston is descending, inevitably the secreted oil must be ejected upwards when the piston starts upon its upward path. Obviously, then, there is some validity in the suggestion that some cases of oil wastage could be alleviated merely by "nipping-up" the big-end bearings.

Similarly, abnormal oil pressure can be responsible for an over-generous supply of oil reaching the lower cylinder, and one cannot help wondering whether, if the full truth were known, there could not be found examples where a major overhaul had been undertaken when attention to either of these two relatively simple matters might have had almost as good an effect.

Bore Taper

Having so far almost disregarded cylinder bore wear, as such, perhaps we now ought to get the matter of cylinder ovality and taper into focus; the first thing, in my opinion, that needs to be said about these two defects is that neither is so serious, in itself, that it warrants the expenditure of a lot of money to cure it. Again reverting to my own engine—and this can be considered to have been a chronic case—ovality in the cylinder amounted to 0.015in, which is a contemptuously small deficiency when we consider that such a clearance would be deemed to be quite normal in a racing engine. Certainly, if we look at it dispassionately—always remembering that the rings are intended to perform the very function of sealing piston clearance—we would not expect 0.015in to allow the passage of one gallon of oil every 300 miles.

Much the same reasoning applies to bore taper. We will

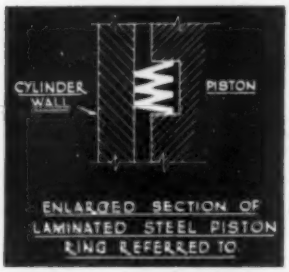


Pumping of oil by worn rings in worn grooves. On the down stroke of the piston, oil accumulates in the groove below the ring. At the beginning of the up-stroke, the oil is transferred round the back of the ring to its top side and pushed up to the top of the cylinder to be left behind on the walls for burning on the next down-stroke

IS YOUR REBORE REALLY NECESSARY? . . . . . continued

all agree that the part of the bore untouched by the piston rings, at the bottom of the cylinder, will remain virtually standard, whilst the rest of the bore will wear considerably. But if the piston rings are sufficiently flexible—and piston rings are, these days—what of it? The taper will merely make necessary a higher degree of radial reciprocation than would take place in an unworn bore, but this is so slight that it cannot legitimately be considered to accelerate the groove and ring rate of wear to any very high degree. The only real danger in this respect is that piston rings may be fitted with inadequate clearance at the top (worn) part of the cylinder bore, and would then tend to seize lower down in the smaller diameter; this, however, is a matter which concerns the common sense of the person fitting the rings, and has nothing to do with the principle of successfully using a worn cylinder.

I would not attempt to argue that an engine can be restored to new standards without having the cylinders rebored and correct pistons fitted. What I would make so bold as to say is that the engine is not necessarily a better engine for being thus restored; in fact, let me put my cards on the table and say that I consider *it would not be as good an engine;* not for the first few thousand miles, at any rate.



A composite piston ring of dish edge segments which exercizes up and down pressure against the ring grooves as well as radial pressure against the bore. It prevents the pumping action of a plain ring.

This will seem to be a very rash statement, but it has some technical justification.

Consider, if you will, that the cast iron of the cylinder block is essentially a vascular metal; it will attract, and secrete, oil in innumerable minute cavities upon, and slightly below, its surface. We can imagine, therefore, that a cylinder block which has run for many thousands of miles will have an oil-saturated skin or crust upon the cylinder walls, amounting almost to the ideal of the Oilite-impregnated bearing bush. Can it, then, be considered wise to cut away this superb bearing surface, and start afresh with a hard and dry cylinder wall, if the desired results can be achieved otherwise? I consider that this factor alone would be sufficient to deter an owner from lightly having his engine rebored; but there is another and equally important consideration.

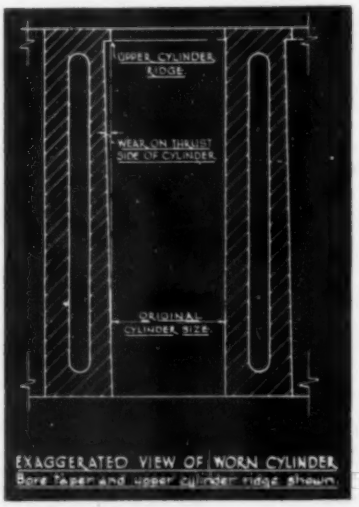
This concerns the surface upon the cylinder wall itself, and surely it will be almost sufficient to recall that even in these enlightened days the most satisfactory method of achieving a fine bore finish is by the process of running-in; in other words, by allowing the piston rings to scrape away the roughness left by the cylinder boring bar. We must reflect that a worn engine, provided that no seizures have taken place, is equipped with cylinder bores whose finish is far nearer to mirror finish than could be achieved by any tool or cutter which can be economically constructed and used by the average garage man. Is it not, then, disadvantageous to cut away this near-perfect surface, and start off again with a surface which, comparatively, and regarded microscopically, would appear like the surface of a ploughed field? Personally, I am convinced that the lesser of the two evils is to suffer whatever results from ovality and taper, so long as all other relevant factors are in order.

The owner, when faced with the problem of what to do with an engine which has lost compression and started to use oil, need not feel that he is bound to have his engine rebored or resleeved. He will find that there is an increasing tendency for piston and ring manufacturers to provide for alleviation of such troubles by less expensive methods. One excellent system is represented by a completely new design of oil control ring, which is specifically designed for use in worn cylinders. This is a ring of laminated spring sections, and should not be condemned because of some unhappy results when this type of piston ring was going through the development stage. In the early days, some types of laminated spring rings were found to be broaching out the cylinder walls, by reason of their being made from a very much harder metal than the cylinder and of the fact that they were made with sharp edges. The current type of ring does not suffer from this defect, for the edges are completely radiused, and it has a lower radial pressure than even an orthodox cast iron ring.

Fills the Groove

From the illustration it will be seen that the section of the laminations makes impossible any vertical movement of the ring in its groove, no matter what wear takes place, and therefore the question of oil pumping does not, and cannot, arise with this ring. That is one of the solutions available to the motorist, and there are several others. To improve upon this basic solution it would be possible to purchase replacement pistons of the same size as the originally bored cylinder, fitted complete with the new type of ring. I believe that this course would provide a solution having all the advantages of a rebored engine in the matter of expectation of life, but without any of the disadvantages, only the upper cylinder ridge having to be removed.

Finally, let me say that it behoves us all, traders and motorists alike, to remember that anyone can purchase a boring bar whether or not he possesses any technical knowledge of its efficient operation. It is not going too far, therefore, to say that the boring bar can be a highly dangerous toy for an unskilled person to play with, and I would close on the sobering note that if a repair-man buys a boring bar, hoping to cash in on the "rebore habit," and he is not a skilled operator of the tool, he has to learn as he goes along; he has, in fact, to practise on someone else's engine.



Bore wear, here shown greatly exaggerated, takes the form of a taper towards the bottom of the bore.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Light Testing

UP in Norfolk motorists are being stopped and asked to drive on to the runway of a disused airfield for light testing, and a correspondent questions the legality of this. So far as I can make out, we are bound to stop if hailed by a policeman in uniform, and he has the right to check brakes, steering gear and silencer. Lights do not seem to be included. On the other hand, it is a useful check, and one that most motorists would be glad to make unless a series of anti-dazzle prosecutions resulted. But what would happen if one refused to comply? That I leave bolder spirits than mine to determine.

✦ ✦ ✦

Woman's Viewpoint

ONE can hardly help taking notice of the contents of a letter headed, "M and W Ranch, Texas," and when the writer is a woman who is rarin' to go on a few criticisms of British cars the response is immediate because, as she says, not many women bother to air their views on cars.

The family owns a Daimler, Singer, Jupiter and Cowley pick-up and they like British cars no end, and for the very best reasons. But the points of criticism are of greater interest than that fact. My correspondent—the "W," I believe, in the ranch brand—says we do not know how to combine colour, outside and in, and quotes a tan exterior with blue-grey interior as representatively hideous. If British manufacturers could see their cars directly compared with U.S.A. cars, she says,

Rarin' to go.

they would realize how drab they look. That may well be so, and it is a new point as far as I am concerned.

All that our ashtrays do, she goes on, is annoy, and, with a rare sarcasm, terms them "dinky little items." Agreed: but not about screenwipers, which, she says, "cannot make up their minds whether to work or not." I have never had any trouble that way, and prefer the electrically operated wiper to the suction type for well-known reasons.

The hoods of sports cars are condemned as hideous, and spoiling beautiful lines. They often do, and more attention should be paid to this criticism. In fact, convertible design has a long way to go, not yet having completely shaken off the influence of the pram. Finally, my correspondent lists under "Pet Peeves (Mechanical)" gaskets and oil seals that give way. I have known gasket trouble, and have suffered oil seal trouble much too frequently. So all in all I think the lady from Texas is a fairly shrewd critic, and one who is worth listening to.

✦ ✦ ✦

Tell-tale Leaves

PHOTOGRAPHS of cars covered with cotton tabs or, as models, running in smoke, to show the air flow around the bodies, interest me. Carpets of dry dead leaves on the road recently gave me similar interesting indications. A pre-war saloon with a flat back was followed by a whirling

Interesting indications.

pillar of leaves, sucked up behind it, but a Sunbeam-Talbot 90 did not raise the leaves at all. Immediately behind this car they shot out sideways without leaving the ground, and a perfectly swept lane was produced. There must be a cushion of compressed air under this low model, and a tail quite effectively streamlined at modest speeds.

✦ ✦ ✦

Haven

ANOTHER striking demonstration by a dead leaf was once given to me. It had landed on the low bonnet top of a Land Rover well in front of the tall, upright screen, and it remained there quietly at 30 m.p.h. Presumably there was a stationary lump of compressed air travelling in front of the screen, with the main air flow passing over it.

By and large, I feel that the important factor in air resistance is the way in which the hole is made in the atmosphere rather than its shape. My present car, which makes a fairly small hole, coasts well, though it is not "streamlined."

Knock-knock

A READER sends me a joke cut from *Punch*, showing the police coming alongside a closed saloon. Out of the front window of the police car a cop is leaning, rapping sharply on the saloon roof, and blowing a whistle at the same time. Hm-m, shall I send it along to the Chief Constable of the county in which I was gonged not long ago, after a long chase and, I was subsequently told, much hailing on the loud hailer? Perhaps that would be too pointed; and, anyway, I don't want spiritualistic raps on the rooftop at 65 m.p.h. Raps upon the rooftop . . . suggests a ditty, doesn't it?

✦ ✦ ✦

Records?

THE local paper that advertised a Morris Minor with radio and "gram" fitted springs a new one on me, and conjures up a peculiar picture of someone trying to change gear and records at the same time. But maybe it's a self-changing machine (the gramophone, I mean).

"Gram" fitted.

✦ ✦ ✦

Doré

I DO not know if my colleague was aware of it when he described the Pyrenean crags in "Clandestine Journey" as reminiscent of Gustave Doré, that extraordinary artist who drew the frightening illustrations to *Paradise Lost*, but Doré drew much of his inspiration from the Pyrenees. Doré lived from 1833 to 1883, and it is safe to hazard that the Pyrenees, unlike the Alps, have not changed much in that time, for there is no great tourist industry thereabouts, especially on the Spanish side. The result, says my colleague, is that travel through the Pyrenees has as much kick as travel through the Stanley Range. It feels *really* exotic, and that over-used word, you remember, merely means "foreign." The remoteness he compares, rather to my satisfaction, with that felt in the wilder north-west of Scotland.

ACCESSORIES

RADIATOR CLEANSER

TO the Jove products made by Valay Industries, Ltd., 186, Campden Hill, London, W.8, there has been added an inexpensive radiator cleanser. It is used in the ordinary way; that is, poured into the radiator, and the car is run with a rug over the grille until it is hot, when the water is drained off. A corrosion inhibitor, which prevents damage to rubber and aluminium, is one of the ingredients.

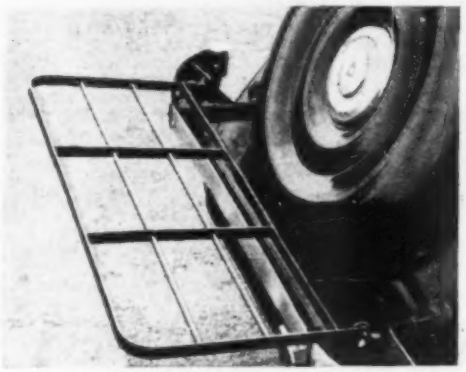
The price is 3s 6d for a 14oz tin. The preparation is also sold to garages in bigger containers.

CAR PULLS

REMEMBERING the enormous number of names given by readers for these accessories it must be explained that car pulls is the abbreviation for automobile rope pulls, both designations being chosen by John Rawson, Ltd., who, after all, are manufacturers of these articles.

Both the single- and double-ended pulls are 11in long and beautifully made and finished. The single-ended pull has a two-screw fastening at one end, the double-ended having the screw attachment at both ends. The double-ended type is particularly useful for putting in such positions as on the backs of the front seats.

Either type is available in maroon, navy blue, brown, green, fawn or grey, from A. H. Mansfield, 228, Chase Road, Southgate, London, N.14. The price is 11s 9d a pair including postage (c.o.d. charge 10d a pair).



A typical installation of the Framec luggage grid.

LUGGAGE GRID

THERE are many older cars which do not have the cavernous modern luggage locker, or a good let-down lid on which heavy weight can be conveyed. That old-fashioned but useful fitting, a luggage grid, is being made for such cars by Macdonald Fraser, Mandalay Street, Basford, Nottingham, under the name of Framec. It is stoutly made of welded steel, black enamelled, and fits along the bumper brackets, hinging down by slots and wing nuts to rest on the bumper when in use.

A standard model suitable for the 1935-1938 Morris Eight and 1936-1938 Ten, the 1933-1937 Ford Eight and 1935-1937 Ten, and the 1936-1937 Hillman Minx, costs £1 19s 6d. Fittings vary a little according to year and model. A special model for the 1938 Ford Eight is £2 9s 6d.

TOUCHING-UP IN STYLE

CELLULOSE finish paint does not adhere to bare metal, requiring undercoats, and when a damaged spot on a car is touched up with it the process does not fill up to the level of the surrounding paintwork. The full set of materials—undercoat, filler, thinners and finish, and perhaps also rust remover—has been difficult to obtain in small quantities for touching up, but a little of each is now contained in a new kit, the Carspray No. 1A. There is also a small spray, incorporating a screw cap, which replaces the screw cap of the particular paint bottle which is being used at the time; it is operated from the tyre pump. The spray is a tiny one of small spread, which makes it easy to use for retouching.

The little spray of the Carspray touching-up kit replacing the normal top of one of the bottles in the kit.

The directions given with the kit are ample and clear, taking the user through the whole job step by step, from cleaning and derusting the surface to polishing up the final finish. They give the opportunity, if conscientiously followed, of producing a result up to professional standards. The various materials are of good quality.

The price of the kit, including carriage (it is inflammable and cannot go by post) is £1 1s. Individual items, as replacements, are available at prices ranging between 2s and 4s. The makers are the Motor Car Exchange, 102, Deaconsfield Road, Hemel Hempstead, Hertfordshire.

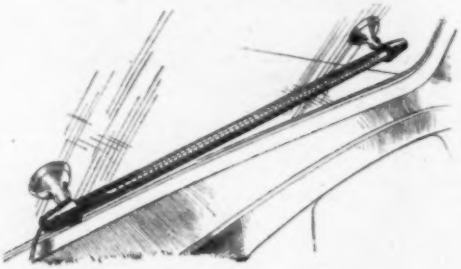
GLASS TUBE DEMISTER

A WINDSCREEN demisting bar which is mainly a glass tube and is, therefore, unobtrusive in the driver's foreground vision, is being made by S. Timings and Co., Ltd., 88, Hampstead Road, Birmingham, 19.

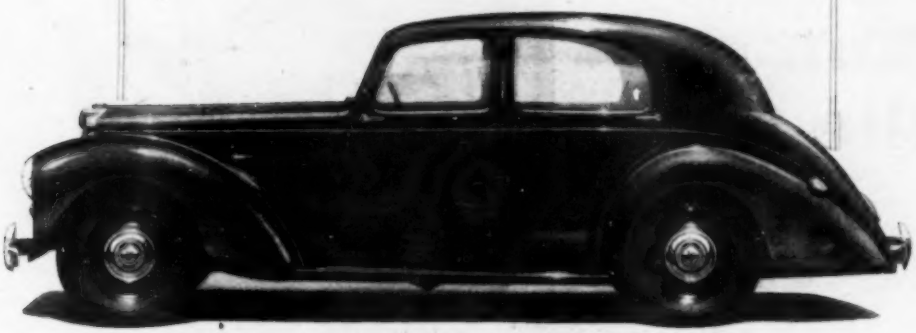
The wire element is spiral and set in a heat-resisting glass tube, which in turn is contained in another tube; attachment of the device is by a pair of rubber suckers. With a switch and flex, this Samtilec heater costs 12s 6d in either a 6- or a 12-volt version.

Heating or de-misting via the battery should always be done carefully, with an eye on the ammeter or with frequent checks of the battery specific gravity. The current drain is considerable and is extra to the load normally catered for by the charging rate.

The complex traditional knots and twists are still used for the John Rawson car pulls. Right: A Samtilec demister takes the form of a glass tube embodying the heating wire.

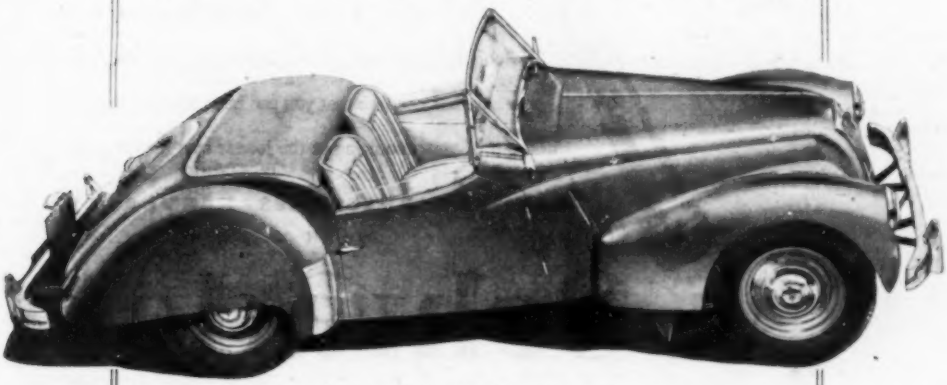


LEA-FRANCIS



The 14 h.p. FOUR-LIGHT SALOON

Built on traditional English lines, Lea-Francis cars give an impressive performance and possess a quiet dignity that is a joy to the enthusiastic motorist at Home and Overseas.



The 2½ LITRE SPORTS (Export Model)

LEA-FRANCIS CARS LTD., COVENTRY, ENGLAND

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NEWS and VIEWS

A.A. Appointments

MR. PHILIP SHEPHARD has been elected vice-chairman of the A.A. to succeed the late Sir Peirson Frank. The vacancy of treasurer, caused by the death of Mr. George Monro, has been filled by the appointment of Mr. Hugh Fraser, J.P.

October Production

DURING October of this year production of cars and chassis totalled 41,933, an average figure for this year but lower than that of October, 1950 (45,391). Of the total, 32,144 were for export (about 76 per cent), and the engine size categories were as below. September figures are repeated for comparison, although it must be recalled that September was a five-week month:—

	Oct.	Sept.
Up to 1,600 c.c.	29,350	31,526
1,600 to 2,200 c.c.	6,516	7,094
Over 2,200 c.c.	6,047	5,525

Reversing Lights

CONCERN may have arisen in the minds of some motorists following the recent case of a £5 fine being levied on a driver for using a reversing light. It is true that a white light may *not* be shown to the rear—nor a red light to the front. However, the obvious value of a reversing light is such that no action has previously been taken, and this journal feels that the motorist has little to fear in the future.

It seems that the fine was imposed in this case primarily because the offending driver used a light at the rear to signal his irritation at being dazzled from behind, when both cars were on the move in the course of normal motoring.

Selected Representation

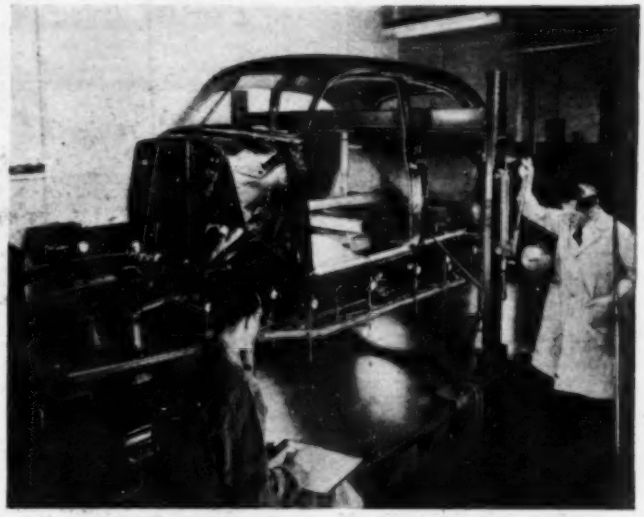
SELECTED representation—the "one-make" petrol station scheme recently criticized in this journal—came under notice of the House of Commons just before the recess, when the Minister of Fuel and Power was asked if he were aware of it, and how far, in fixing the price of petrol, he would take the cost of the arrangements into account.

Mr. Geoffrey Lloyd said he was aware of the arrangements and the effect on petrol price would be considered when the current review of distribution costs was completed.

Land-Rover Modifications

AN increase in the engine capacity of the Land-Rover to 1,997 c.c. has been made by increasing the cylinder bore diameter to 77.8mm from 69.5mm. An increase of 8 b.h.p. is claimed, the engine now giving 58 b.h.p. at 4,000 r.p.m. Maximum torque is increased by 21 lb ft and it is now reached at 1,500 r.p.m. instead of 2,000. The compression ratio has been slightly reduced to 6.7 to 1.

Detail alterations include moving the side lamps to the front of the wings, providing outside door handles, and the offering of radio as a standard extra. The price remains the same at £598.



Research for General Motors' cars: This Fisher beam test machine pneumatically applies 8,500 lb pressure inside the body, while a series of small gauges along the outside of the body, measure the distribution of the force.

Under the Influence

COMPARATIVE figures for prosecutions for driving under the influence of drink were given by the Home Secretary recently. They showed that there had been 2,556 prosecutions in the whole of 1950, of which 2,261 became convictions. In the first six months of 1951 there had been 1,335 prosecutions and 1,288 convictions. There were 87 prison sentences for the offence in 1950 and 90 in the first six months of 1951, a figure which illustrates the increased severity with which the offence is being dealt.

New Home

PRESS and friends of the British Motor Trade Association had their first opportunity to see the new premises of the Association at 14-15, Fitzhardinge Street, London, W.1, on Tuesday, December 4, when the president, Mr. F. G. Smith, gave a house-warming cocktail party.

Crossings

IN a discussion on pedestrian crossings in the House of Commons last week, the Minister of Transport insisted that the first purpose of the new scheme was to obtain renewed respect for the crossings and that that meant drastic reduction of the original number. He admitted that school crossings were a special difficulty because they were used only at certain times and consequently did not command the respect that they should; the uniformed patrol seemed to be the answer. The night perception of zebra crossings was "very worrying," and he urged pedestrians to use the greatest care on dark, wet nights.

Mr. Callaghan, former Parliamentary Secretary to the Ministry of Transport, made the excellent point that there were so many lights at the side of roads that they were already confusing and urged overhead lighting of crossings.

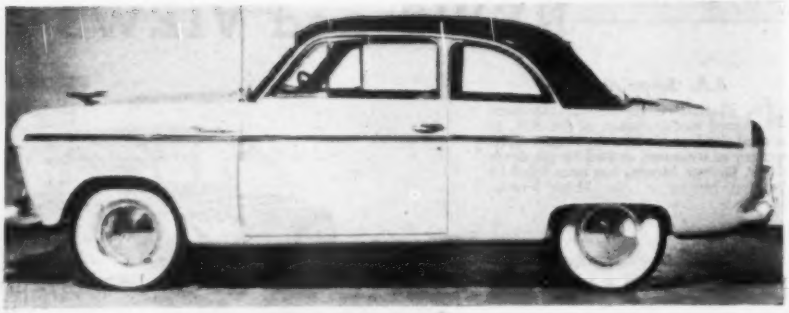
Oil Pattern

THIS year's Spurrier Memorial Lecture to the Institute of Transport was delivered on December 10 by Mr. C. T. Brunner, director and general manager of Shell-Mex and B.P., Ltd. Mr. Brunner is probably the country's leading authority on the economics of roads and road transport. His choice of subject was "The Pattern of the Oil Industry," and his studies of international oil conditions are reinforced by the fact that his company markets Shell and Anglo-Iranian products in Britain.

One trend of the lecture was to show how nearly oil was related to standards of living, and in this context the United Kingdom does not show up well, although some compensation exists in the country's coal reserves. Where world registrations of commercial vehicles doubled between 1938 and 1950, and cars increased by 50 per cent, the U.K. rate of increase was below average. Likewise, in the U.S.A. oil consumption was at the rate of 540 gallons per head per year, Canada 285, Sweden 135, Australia 133 and New Zealand 123. Then came Britain with 78, followed by France 58, Ireland 53 and Italy 23. Power availability in the U.S.A. in 1950 was equivalent to 7.6 tons of coal per head per annum, but in Britain it was only 4.3.

Despite the almost complete absence of

NEWS and VIEWS continued



Willys-Overland Motors, of Toledo, Ohio, have now produced their first saloon car since 1942, when production was concentrated on Jeeps. The new Aero Wing has a 60 b.h.p. six-cylinder engine, and the styling is impressive.

indigenous oil in the Commonwealth—the new fields in Canada being the only potentially large ones in existence—the "sterling groups" in oil (British and British-Dutch companies) accounted last year for 18.2 per cent of total world production and for over 40 per cent of the oil going into export and import trade. Indeed, as Britain's position in the world coal trade dwindled, it was being replaced by her importance in the oil trade.

Extra Air Route

LAST week, Silver City Airways staged a demonstration flight over their new cross-Channel air ferry route, Southampton-Cherbourg. The service is due to start next month, on January 10; in the meantime there will be irregular operation to handle existing bookings and freight commitments.

The terminal airports are Eastleigh and Maupertus, which is about five miles east of Cherbourg. Flying time on the demonstration journeys was approximately 37½ minutes for the 87 miles. Bristol Freighters are employed. These have a 5-ton payload and, since the controlling factor on this car ferry work is capacity, not weight, the aircraft are lightly loaded. The cost per vehicle and per person will, of course, be somewhat higher than on the shorter journey from Lympne to Le Touquet; the exact figures will be announced later.

It is believed by Silver City Airways that this new, more westerly route will appeal to many car owners in the south and west of England as well as to Midlanders and to some of those who, to reach Lympne, would have to cross London. In any case, Cherbourg is convenient for touring Brittany and Normandy; it has a special appeal to sporting enthusiasts who wish to visit Le Mans. Later the service is to feature a round trip that includes a tour of the invasion beaches.

Carriages and Kings

CARRIAGE building is an ancient craft, and some of its most interesting aspects and achievements were described in a paper read to the Royal Society of Arts last week by Sir Garrard Tyrwhitt Drake, D.L., J.P. Sir Garrard is chairman and organizer of the Maidstone Carriage Museum, where many of the loveliest surviving specimens of English coachwork are displayed, including a coach of 1672, the oldest surviving in this country.

Sir Garrard revealed that his own experience reflected the transition from the horse to petrol, as he claims to have built the first coupé body in this country, on a 16 h.p. Humber chassis, which was formed of the mahogany rear part of a horse landaulet.

A.S. Retirement

ON medical advice, Col. the Hon. Cyril Siddeley, C.B.E., T.D., is relinquishing his managership of the car side of Armstrong Siddeley Motors, Ltd. He is retaining his directorship of the company, which he has held since 1928.

Memorandum on Lights

A USEFUL memorandum on the lighting of road vehicles has been issued by the Ministry of Transport and can be obtained from H.M. Stationery Office, price 3d. It summarizes the legislation governing the lighting of road vehicles and clarifies points of doubt by means of supplementary notes.

THE YEAR AT M.I.R.A.: SIXTH ANNUAL REPORT

THE sixth annual report of the Motor Industry Research Association is proof, if it were needed, of the good idea that resulted in the formation of this body. Work continues at an encouraging rate, assisted nowadays by the Proving Ground in the Midlands. Several improvements to the ground have been decided upon in the last year; the "Belgian *pavé*" section, which has proved most popular, will be extended for a further 750 yards, making a section nearly a milé long, and a new section of noise-causing track, similar to cobbled sett Lancashire roads, will also be constructed.

A "long-wave pitching track," designed to excite the sprung mass of the vehicle, is being constructed, consisting of sinusoidal curves of 40ft pitch and a height of 5in from trough to crest; a steering pad has been made of 125ft radius, on which steering phenomena can be studied by driving round on constant lock. More hectic is the deep watersplash, which reaches 5ft over a 40ft length. Various testing instruments have been added.

The last year's research has included noise measurement in vehicles, and has proved that the character of the noise is, perhaps, more important than its level, some frequencies being intensely obtrusive. Work on exhaust valve failure has been concluded by a few runs with a positive valve rotator, which has proved most effective; less positive are the results of work on the effect of piston assembly on oil consumption and blow-by from the combustion chamber, oil consumption being widely variable, although blow-by was consistent. Extended tests are being carried out. Intimately connected with this part of the engine is the good result of experiment with L-shaped pressure-backed piston rings, which have been found to give less friction, less blow-by and possibly considerably less wear than normal rings.

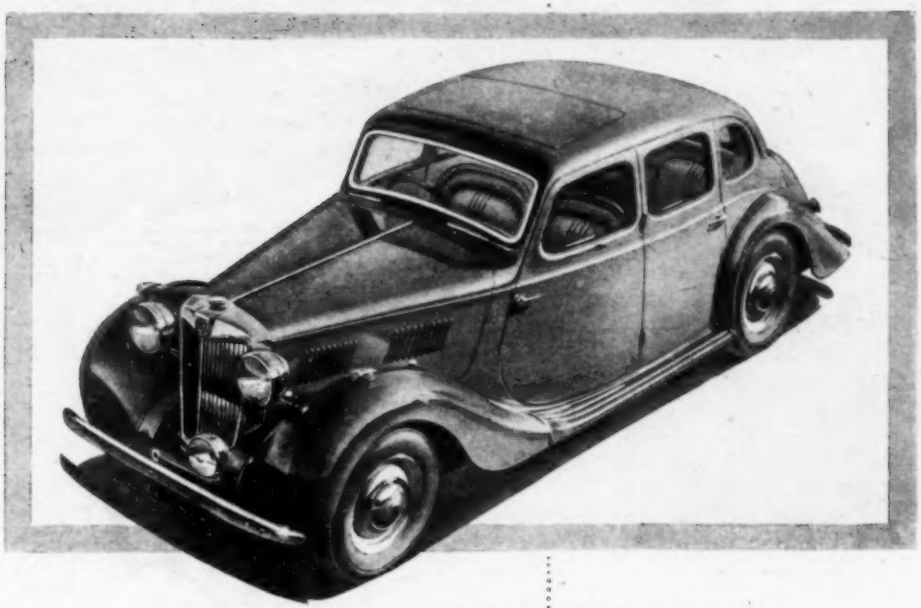
Brake Fade

The work on the fatigue strength of crankshafts has continued, and progress has been previously recorded in this journal. Similar work has gone on with gear teeth, the results being rather beyond the ordinary interests of the motorist. He is, however, deeply concerned with brake fade, which has been investigated, and the Association has found that there is good circumstantial evidence to support the widely held view that constituents of the lining liquefy under extreme temperatures (about 300 deg C) and form a lubricant between lining and shoe. Linings baked before use for half an hour at 300 deg C showed a weight loss of 4 to 8 per cent but showed no fade up to 350 deg C either in the laboratory or on the road.

Another braking problem investigated was squeal, but work has not yet gone on long enough for the guilty vibrations to be tracked down with certainty, although in the system under examination it is the drum—and possibly only the drum—that is emitting the offending notes.

Finally, the weathering of body panels by accelerated artificial means has been started, but delivery of test panels has been delayed to such an extent that this subject must remain in the "to be continued" category.

IN LEICESTERSHIRE or LEICESTER SQUARE



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NATIONAL SPORT CALENDAR, 1952

NEXT YEAR'S PRINCIPAL BRITISH SPORTING EVENTS

The 1952 International Calendar was published in the issues of October 19 and November 16

KEY: The events in this calendar are run under the following types of competition permit:- International (I), National (N), Closed Invitation (CI), Restricted (R), and Closed (C).

January

5	Vintage S.C.C.	Mersham	Rally	C
16-17	Peterborough M.C.	East Anglia	Night Rally	C
20	E. Anglian M.C.	East Anglia	Rally	C
27	N. Devon M.C.	N. Devon	Memorial Trial	C

February

3	Hagley and Dist. L.C.C.	Shropshire	Clee Hill Trial	C
3	Herts C.A. and A.C.	Chilterns	Trial	C
10	M.G. Car Club (S.E.)	Chilterns	Chilterns Trial	C
10	Southsea M.C.	Petersfield	Trophy Trial	C
17	Lothian C.C. (Edinburgh)	Edinburgh	Trial	C
17	N. Midland M.C.	N. Derbyshire	Trial	C
23-24	Cambridge U.A.C.	Yorkshire	Rally	C
24	N. London E.C.C.	Herts	Trophy Trial	C
24	Sheffield and Hall. M.C.	Derbyshire	Trial	C

March

1-2	The Lagonda Club	West Country	24-hr Rally	C
1-2	N. Staffs M.C.	Burnham-on-Sea	Rally	C
2	C.S.M.A.	Kent	Reliance Trial	R
2	Liverpool M.C.	Lancs and Ches	Trial	C
8-9	Cumberland S.C.C.	Border	Keswick Rally	C
9	Yorkshire S.C.C.	Blubberhouses	4-44 Trial	C
9	N. Devon M.C.	Devon	Rally	C
11-16	Isle of Wight C.C.	Br. Isles	Daily Telegraph Rally	N or C
16	Bolton-le-Moors C.C.	Bolton	Rally, Driving Tests	C
16	Riley M.C.	Scotland	Team Trial	C
22	Sunbac	Cotswolds	Trophy Trial	C
22	B.A.R.C.	Goodwood	Club Meeting	C
23	M.G. Car Club (N.W.)	Cheshire	Cup Trial	C
28-30	Bentley Drivers' Club	Eastbourne	Rally Driving Tests	C
29	Wirral 100 M.C.	Rhyddymwyn	Speed Trial	C
30	West Essex C.C.	Boreham	Speed Trial	C
31-5 Apr.	R.A.C.	—	Rally of G.B.	I

April

6	Chester M.C.	North Wales	Trophy Trial	C
6	B.A.R.C.	Goodwood	Speed Trial	C
6	Torbay M.C.	Dartmoor	Driving Tests	R
6	Horsham and D.M.C. & L.C.C.	Horsham	Trial	C
11-12	Motor Cycling Club	Plymouth	Land's End Trial	N or C
12	Bristol M.C. and L.C.C.	Castle Combe	Race Meeting	I
12	Veteran C.C.	Abingdon	Rally	C
12	Tenby M.C.	Lydstep	Hill-climb	C
13	Berkhamsted M.C. and C.C.	Tewinwater	Speed Trial	C
12-14	Scottish Sporting C.C.	Highlands	Rally	N
12-15	Ulster A.C.	N.I. and Eire	Circuit of Ireland Trial	N
14	B.A.R.C.	Goodwood	Race Meeting	
14	Hagley and Dist. L.C.C.	Worcester	Speed Trial	C
14	West Cornwall M.C.	Trengwainton	Hill-climb	C
14	Sheffield and Hall. M.C.	Gamston	Race Meeting	C
14	Half Litre Car Club	Brands Hatch	Race Meeting	I
18-19	Midland Motoring E.C.C.	England	Rally	C
19	West Hants and Dorset C.C.	Hants	Race Meeting	C
19	M.G. Car Club (Scottish)	Edinburgh	Test Tessers	C
19-20	Cranleigh and D.M.C. and C.C.	Surrey	Rally	C
19-20	Rhyl and D.M.C.	Wales	Rally	C
19-20	Bugatti O.C.	Prescott	Rally	C
20	Falkirk and D.M.C.	Central Scotland	Trophy Trial	C
20	Lancs and Cheshire C.C.	Derbyshire	Sporting Trial	C
26	Midland A.C.	Shelsley Walsh	Hill-climb	
26	Veteran C.C.	Hendon	Rally	C
26	Hants and Berks M.C.	Wiltshire	Versatility Trial	R
26-27	Pathfinders and Derby M.C.	Derby	Rally	C
26-27	Severn Valley M.C.	Cricklade	Welsh Rally	C
27	Gosport A.C.	Gosport	Speed Trial	C
27	Exmoor M.C.	Exmoor	Trial	C
27	East Anglian M.C.	Boreham	Speed Trial	C
27	Stockport M.C.	Lancs and Yorks	Rally	C

May

3	Scottish Sporting C.C.	Turnberry	Race Meeting	C
3	Aston Martin O.C.	Snetterton	Race Meeting	C
3-4	North Staffs M.C.	Blackpool and Droitwich	Rally	C
4	Cornwall V.C.C.	Davidstow	Driving Tests	C
10	Southsea M.C.	Goodwood	Speed Trial	C
10	B.R.D.C.	Silverstone	Race Meeting	I
11	Veteran C.C.	Biggleswade	Speed Trial	C
11	Riley M.C.	Aberdeenshire	Trial	C
16-18	Lancs A.C.	Morecambe	Rally	N
17	West Essex C.C.	Boreham	Race Meeting	C
17	B.A.R.C.	Goodwood	Race Meeting	C
17	Aston Martin O.C.	Stapleford Tawney	Driving Tests	C
18	Loughborough C.M.C.	Mocun	Speed Trial	C
18	Half Litre C.C.	Brand. Hatch	Race Meeting	C
18	Bugatti O.C.	Prescott	Hill-climb	N
24	B.A.R.C.	Scarborough	Rally	C
24	Westmorland M.C.	Westmorland	Hill-climb	C
24	Grimsby M.C.	Clethorpes	Rally and Concours	R
24-25	Sunbeam-Talbot O.C.	Eastbourne	Rally	R
25	B.A.R.C.	North Yorkshire	Trial	C
25	Cheltenham M.C.	Gloucestershire	Speed Trial	C
25	Cemian M.C.	Bedfordshire	Trial	C
29	B.R.D.C.	Isle of Man	Race Meeting	I
30-31	Motor Cycling Club	Edinburgh	Rally	N or C
31	Veteran C.C.	Sourbridge	Rally	C
31	Winfield J.C.	Winfield	Race Meeting	C
31	Omagh M.C.	County Tyrone	Hill-climb	C
31	Half Litre C.C.	Snetterton	Race Meeting	I

June

2	B.A.R.C.	Goodwood	Race Meeting	I
2	Nottingham S.C.C.	Gamston	Race Meeting	C
2	Falcon M.C.	Tewinwater	Speed Trial	C
2-6	Royal Scottish Automobile Club	Scotland	Rally	N
7	Hants and Berks M.C.	Silverstone	"B" Clubs' Race Meeting	C
7	Scottish Sporting C.C.	Falkirk	Gymkhana	C
7	Ulster A.C.	Dundrod	Race Meeting	I
7	Bugatti O.C.	Silverstone	Race Meeting	C
14	Winfield J.C.	Winfield	Race Meeting	I
15	Chilterns C.C.	Beaconsfield	Rally	C
21	Nottingham S.C.C.	Gamston	Race Meeting	I
21	Veteran C.C.	Kent	Rally	C
21	M.G. Car Club (Scottish)	Edinburgh	Driving Tests	C
21-22	N. London E.C.C.	London Kent	Redcap Rally	C
22	Lancia M.C.	Chippingdon Campden	Challenge Trophy	R
22	Sheffield and Hall. M.C.	Derbyshire	Rally	R
22	Half Litre C.C.	Brands Hatch	Race Meeting	C
27-28	Plymouth M.C.	S.W. Counties	Rally	C
28	Scottish S.C.C.	Beinnes	Hill-climb	I
28	Newry and D.M.C.	County Down	Circuit of Down	C
28	N. Staff. M.C.	Prescott	Hill Climb	C
28	M.G. Car Club	Silverstone	Race Meeting	C
28	Midland Motoring E.C.C.	—	Race Meeting	C
28-29	Maidstone and Mid-Kent M.C.	S.E. Area	Rally	C
29	Darlington and D.M.C.	Catterick Camp	Trial	C
29	E. Counties M.C.	Firfield	Race Meeting	C
29	M.G. Car Club (S.E.)	S.E. England	Trial	R
29	West of England C.C.	Devon	Rally	R

July

4-5	Brecon and D.M. and M.C.C.	Wales	Rally	R
5	R.S.A.C.	Rest-and-Be-Thankful	Hill-climb	
5	Veteran C.C.	Somerset	Rally	C

National Sport Calendar, 1952 . . . . . continued

5	Lancs A.C.	Clark Hill	Hill-climb		Cl
5-6	B.A.R.C. (London)	Eastbourne	Rally		C
6	Herts C.A. and A.C.	—	Speed Trial		Cl
6	Bugatti O.C.	Prescott	Hill-climb		C
10	Jersey M.C. and L.C.C.	St. Helier	Race Meeting		I
11-12	S. Wales A.C.	Wales	Welsh Rally	N or	Cl
12	Vintage S.C.C.	Silverstone	Race Meeting		Cl
12	Middlesbrough D.M.C.	Redcar Sands	Race Meeting		Cl
12	Bristol M.C. and L.C.C.	Bristol	Veteran Car Trial		R
12	M.G. Car Club (Scottish)	Edinburgh	Hill-climb		Cl
12-13	Brighton and Hove M.C.	Brighton	Rally and Concours		R
13	Taunton M.C.	W. Somerset	Rally		Cl
19	R.A.C.	Silverstone	Grand Prix		I
19	Half Litre C.C.	Brands Hatch	Race Meeting		C
23	Tunbridge Wells M.C.	Kent	Rally		Cl
25-26	Cheltenham M.C.	Cheltenham	Rally	N or	Cl
24	Jersey M.C. and L.C.C.	Bouley Bay	Hill-climb		I
25-27	E. Counties M.C.	Norfolk	Rally		Cl
26	Veteran C.C.	Dorking	Hill-climb		C
26	Bentley Drivers' Club	Silverstone	Race Meeting		Cl
26	B.A.R.C.	Goodwood	Race Meeting		C
26	Darlington and D.M.C.	Croft	Race Meeting		Cl
26	Aston Martin O.C.	Silverstone	Race Meeting		Cl
26-27	Rochdale and D.M.C.	N. England	Rally		Cl
27	Bugatti O.C.	Prescott	Hill-climb		I

August

2	West Essex C.C.	Boreham	Race Meeting		I
2	West Hants and Dorset C.C.	Ibsley	Speed Trial		Cl
2	R.S.A.C.	—	Race Meeting		Cl
2	500 M.R.C. of Ireland	Ards	Speed Trial		Cl
4	Berkhamsted M.C. and C.C.	Midlands	Speed Trial		Cl
4	Sheffield and Hall. M.C.	Gamston	Race Meeting		I
4	Half Litre C.C.	Brands Hatch	Race Meeting		I
9	Ulster A.C.	Craigantlet	Hill-climb		N
9	Hants and Berks M.C.	Gt Auclum	Speed Trial		Cl
10	Gosport A.C.	Hants	Rally		Cl
10	Bugatti O.C.	Prescott	Hill-climb		Cl
15-24	Veteran O.C.	France	Continental Rally		—
16	B.A.R.C.	Goodwood	Race Meeting		I
23	Scottish Sporting C.C.	Turnberry	Race Meeting		N
23	Newry and D.M.C.	N. Newry	Hill-climb		Cl
23	Aston Martin O.C.	Silverstone	Race Meeting	Cl or	N
30	Midland A.C.	Shelsley Walsh	Hill-climb		I
30	Bristol M.C. and L.C.C.	Castle Combe	Race Meeting		Cl
30	750 C.C.	Silverstone	Race Meeting		I
30	N. Staffs M.C.	Silverstone	Race Meeting		Cl
31	Hagley and Dist L.C.C.	Worcester	Speed Trial		Cl

September

6	Brighton and Hove M.C.	Brighton	Speed Trial		I
6	Sunbac	Silverstone	Race Meeting		Cl
6	Redditch M and C.C.	Worcester	Rally and Concours		Cl
6	Yorkshire C.C.	N. Yorkshire	Speed Trial		Cl
7	Veteran C.C.	Scarborough	Rally		C
7	Cornwall V.C.C.	Davidstow	Driving Tests		Cl
7	B.A.R.C. (S.W.)	Brunton	Hill-climb		Cl
13	R.A.C.	—	Tourist Trophy		I
13	Moseer Cycling Club	Silverstone	Race Meeting		Cl
13	Bristol M.C. and L.C.C.	Naish	Hill-climb		R
13	M.G. Car Club (Scottish)	Edinburgh	Rally		Cl
13-14	Sunbeam-Talbot O.C.	Torquay	Rally		R
14	Bugatti O.C.	Prescott	Hill-climb		I
14	Ilkley and D.M.C.	N. Yorks	Ilkley Trial		Cl
14	Riley M.C.	Aberdeenshire	Hill-climb		Cl
19-21	E. Anglian M.C.	Clacton-on-Sea	Rally	N or	Cl
19-20	N.W. London M.C.	London-Wales	Rally	N or	Cl
20	Sporting O.D.C.	—	Rally		Cl
20	Peterborough M.C.	—	Race Meeting		Cl
20-21	Bridlington and D.M.C.	Bridlington	Rally		Cl
21	Lancia M.C.	Salop	Rally		Cl
21	West Essex C.C.	Chelmsford	Rally		Cl
21	Cumberland S.C.C.	Cumberland	Gymkhana		Cl
21	750 C.C.	Slough	Rally		Cl
21	E. Counties M.C.	—	Race Meeting		Cl
21	Half Litre C.C.	Brands Hatch	Race Meeting		C
21	Aston Martin O.C.	Snetterton	Race Meeting		Cl
27	Tenby M.C.	Lydstep	Hill-climb		Cl
27	United Hospitals and U.L.M.C.	—	24-hr. Rally		R
27	B.A.R.C.	Goodwood	Race Meeting		I
27-28	Lancs and Ches. C.C.	N. Wales	Lakeland Rally		Cl
27-29	Scottish S.C.C.	Oban	Heather Rally		Cl
28	West Hants and Dorset C.C.	Dorset	Knoll Trial		Cl
28	Bentley Drivers' Club	Sussex	Hill-climb		Cl
28	Torbay M.C.	S. Devon	Rally		R
28	Plymouth M.C.	Devon	Trial		Cl
28	M.G. Car Club (S.E.)	S.E. England	Trial		R

October

4	Lancs A.C.	E. Lancs	Trial	N or	Cl
4	Cemian M.C.	Home Counties	"B Clubs" Rally		Cl
4	Bristol M.C. and L.C.C.	Castle Combe	Race Meeting		N
4-5	Hants and Berks M.C.	Aldershot	Rally		Cl
4-5	S. Caernarvonshire M.C.	N. Wales	Rally		R
5	Lothian C.C. (Edinburgh)	Edinburgh	Gymkhana		C
5	Southsea M.C.	Longmoor	Team Trial		R
11	Half Litre Car Club	Brands Hatch	Race Meeting		C
11	Winfield J.C.	Winfield	Race Meeting		N
11	Mosser Cycling Club	Buxton	Trial		Cl
11	Wirral 100 C.C.	Rhydymwyn	Speed Trial		Cl
11	M.G. Car Club (S.W.)	Weston-super-Mare	Weston Rally		Cl
11-12	Shenstone and D.C.C.	Derbyshire	Buxton Rally		Cl
12	Taunton M.C.	Taunton	Allen Trophy Trial		Cl
12	Huddersfield M.C.	Huddersfield	Trial		Cl
19	M.G. Car Club (Mid)	Shropshire	Production Car Trial		Cl
26	Maidstone and Mid-Kent M.C.	Kent	Trophy Trial	N or	Cl
26	M.G. Car Club (Scottish)	Moorfoot Hills	Trial		Cl
26	750 C.C.	Tarrant Rushton	Speed Trial		Cl

November

1	Newry and District M.C.	Newry	Trial		R
1-2	Sheffield and Hall. M.C.	Derbyshire	Sporting Trial	N or	Cl
1-2	M.G. Car Club (S.E.)	—	Trial		I
1-2	N. Staffs M.C.	—	Rally	N or	Cl
2	Crewe and S. Cheshire M.C.	Cheshire	Trial		Cl
2	Falcon M.C.	Stevenage	Trial		Cl
2	Exmoor M.C.	Porlock	Trial		Cl
5-8	Mosser Cycling Club	England	Rally		N
8	Cheltenham M.C.	Gloucestershire	Trial	N or	Cl
8-9	Falkirk and D.M.C.	Scotland	Rally		Cl
9	Cemian M.C.	Surrey	Trophy Trial	N or	Cl
16	R.A.C.	London-Brighton	Veteran Car Run		R
22	Bristol M.C. and L.C.C.	S. Cotswolds	Trial		Cl
25	Leicestershire C.C.	Leicestershire	Trial		Cl
30	Kentish Border C.C.	Kent	Trial		Cl

December

6	N.W. London M.C.	Cotswolds	Glester Trial	N or	Cl
7	Chilterns C.C.	Chilterns Hills	Trial		Cl
7	Shenstone and Districts C.C.	Staffordshire	Trial		Cl
7	Berkhamsted M.C. and C.C.	S. Midlands	Trial		Cl
13	Royal Automobile Club	—	Trials Championship		R
13-14	Manchester U.M.C.	N. England and Wales	Rally		Cl
26	M.G. Car Club (S.W.)	Bristol	Trophy Trial		Cl

5,000 MILES OF IT: GALVEZ SCORES HAT TRICK IN ARGENTINE RACE

THE 1951 Argentine Gran Premio Road Race, the thirtieth of the series, was once again won by Juan Gálvez, who thus becomes the first man to win a Grand Prix on three consecutive occasions. As on the other two occasions, Gálvez rocketed off to a big lead in the first stage of the race—run in ten (later reduced to nine) stages with a rest day between stages—and was thereafter never headed on aggregate time.

For the first stage (Buenos Aires-Santa Rosa, 705.5 miles), 195 of the 214 entries lined up, most of them driving Fords, but with a large body of Chevrolets, and a very few Mercurys and Plymouths. The early lead was taken by Daimo Bojanich (Ford), who covered the 248 miles to Mar del Plata at an average of 94.4 m.p.h.

Bojanich and Petrini dropped back on the next stage to San Juan and allowed Ciani, who won the stage, to take second place in the general classification. At the end of the fifth stage the first positions were occupied by J. Gálvez, M. Ciani (Chevrolet), J. Marchini (Ford), D. Musso (Ford), P. Gulle (Chevrolet) and D. Bojanich (Ford). Miles covered totalled 3,894, at an average of 69.7 m.p.h. (running time).

Then came the sixth stage, from Orán to Santiago del Estero; 20 miles from the start competitors found a gigantic mudbath, and car after car floundered in the mud and was unable to get out. The only ones who managed to press on in those first tense minutes were Daimo Bojanich, Juan Gálvez, and newcomer Rolando Castelli (Ford). Eventually things got straightened out, but, anyway, Bojanich tore off and won the stage.

Of course, some of the cars got in very late; in consideration of this, it was decided to delay the start of the next stage, to Formosa, for one hour in order to give the drivers a little more sleep that night (there was no rest day between these two stages). That decision proved fateful. Had they started on schedule, at 6 a.m., they would have missed the terrible rains which later made this the decisive lap of the race.

At this stage Ciani's gallant efforts (he had been running second) ended with a broken differential and a car practically submerged in mud. Finally they got on to firmer roads and Bojanich came in to Formosa first, over half an hour ahead of Oscar and Juan Gálvez. So the general classification now stood: Juan Gálvez, Bojanich, Musso, Marchini, Castelli, and A. de Tomas (Ford).

And so to the final lap; once again Juan Gálvez and Bojanich drove steadily on to finish, and the feature of the day was the battle between Oscar Gálvez and Félix Peduzzi (Chevrolet) for victory in this particular stage. After a lot of give-and-take, Peduzzi won when Oscar Gálvez lost time owing to breaking a valve.

RESULTS

30th Argentine Gran Premio Road Race

Run on a Buenos Aires to Buenos Aires circuit of 5,252 miles

1, Ford (Juan Gálvez), running time 75h 48m 55s, average 69.17 m.p.h. 2, Ford (Daimo Bojanich), 77h 16m 27s. 3, Ford (Daniel Musso), 78h 0m 36s. 4, Ford (Juan Marchini), 76h 45m 16s. 5, Ford (Arnaldo de Tomas), 88h 2m 39s. 6, Chevrolet (Tadeo Taddia), 83h 5m 41s. 7, Ford (Rolando Castelli), 84h 21m 20s. 8, Ford (Oscar Galvez), 85h 13m 6s. 9, Chevrolet (Angel de Rosa), 87h 14m 41s. 10, Chevrolet (R. Larrosa), 87h 52m 24s.

195 started, 35 finished.

The Autocar ROAD TESTS

The Henry J. has clean and easily identifiable lines. The long sweep of the waist line suggests speed and the rear wings are swept up to form fins in the current American fashion. The two-door saloon is the only body style made in the Henry J. range.

DATA FOR THE DRIVER

HENRY J

PRICE (at factory) with saloon body, $1,566.00 = £559 5s 8d at $2.8 = £1. Not available in Great Britain.

ENGINE: 23.44 h.p. (R.A.C. rating), 6 cylinders, side valves, 79.4 × 88.9 mm, 2,638 c.c. Brake Horse-power: 80 at 3,800 r.p.m. Compression Ratio: 7 to 1. Max. Torque: 133 lb ft at 1,600 r.p.m. 17.1 m.p.h. per 1,000 r.p.m. on top gear. On overdrive, 24.4 m.p.h.

WEIGHT (in running trim with 5 gals fuel): 22 cwt 0 qr 25lb (2,489lb). Front wheels 59.4 per cent; rear wheels 40.6 per cent. LB per C.C.: 0.94. B.H.P. per TON: 72.0.

TYRE SIZE: 6.40-15in on bolt-on steel disc wheels.

TANK CAPACITY: 10 English gallons. Approximate fuel consumption range, 18–24 m.p.g. (16–12 litres per 100 km).

TURNING CIRCLE: 35ft 6in (L and R); Steering wheel movement from lock to lock: 4¼ turns. LIGHTING SET: 6-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 4in. Track, 4ft 6in (front); 4ft 6in (rear). Overall length, 14ft 6¼in; width, 5ft 10in; height, 4ft 11¾in. Ground Clearance: 6¼in.

ACCELERATION

Overall gear ratios (without overdrive)	From steady m.p.h. of 10–30 sec	20–40 sec	30–50 sec	40–60 sec
4.55 to 1	9.6	10.1	10.6	13.5
7.41 to 1	5.6	6.3	8.8	—
11.85 to 1	4.8	—	—	—

From rest through gears to:—

	sec		sec
30 m.p.h.	5.3	60 m.p.h.	24.0
50 m.p.h.	15.8		

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	20—36	32—58
2nd	42—56	68—90
Top	78	126

OVERDRIVE

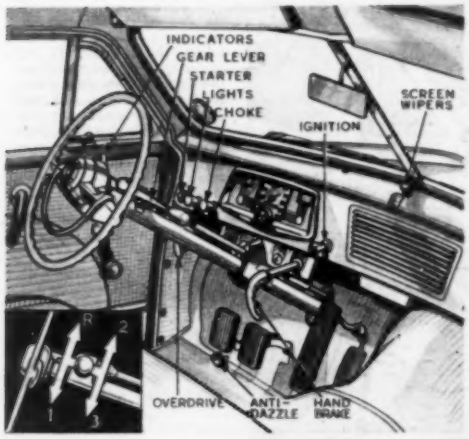
	M.p.h.	K.p.h.
1st (8.29 to 1)	52	84
2nd (5.18 to 1)	68	109
Top (3.18)	82	132

Speedometer correction by Electric Speedometer:—

Car Speedometer		Electric Speedometer m.p.h.
10	=	10.0
20	=	18.5
30	=	28.0
40	=	38.5
50	=	48.0
60	=	59.0
70	=	68.0
80	=	78.0
85	=	82.0

WEATHER: Damp surface; fresh wind; Air temperature 48 deg. F.

Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of March 24, 1950.



No. 1450; KAISER HENRY J. SIX

WHEN Henry J. Kaiser announced that he was going to enter the automobile industry after the war there were many people who thought that the builder of Boulder Dam and the Liberty ships had taken on an impossible task. No one had broken into the industry since Chrysler, and the scale of organization and finance necessary to obtain economic selling prices in modern America was considered beyond the scope of any newcomer. However, the Willow Run plant was taken over, car production eventually commenced, and material supplies were assured by buying up steel works and aluminium companies. Styling innovations kept the cars in the news, and the hardtop convertible introduced by Kaiser has now become a standard body style throughout the American industry.

When the post-war buying rush subsided Kaiser determined to open up a new market by building a smaller car than the usual type of American product, and was assisted by a large loan from the Reconstruction Finance Corporation. Thus the Henry J. was created, a compact and reasonably economical saloon. It is a five-seater, three in front and two behind, and is offered with the option of four- or six-cylinder side-valve engine made by Willys. The fact that new American cars are virtually unobtainable in this country added interest to the trial of the six-cylinder version, which was provided for the purpose by Steele Griffiths and Co., Ltd., the concessionaires in Britain.

The first thing most people want to know is how far the smaller American cars like the Henry J. resemble European cars of similar size. The answer is hardly at all. They are products of a different outlook and are designed with different objectives in mind. The Henry J. is fairly low built and reasonably short, with a bonnet shorter than is usual in America, but the front seat has the typical American width; there are the faraway windscreen and the ornate steering wheel on a column rising lengthily from a remote facia. Most of the wheelbase is occupied by passenger space, but the size of the car has been restricted by cutting down the rear seat width and leg room. In steering, suspension, road behaviour and general performance it remains a typically American car.

The car was designed to combine all the performance of full-sized American models with adequate passenger and a fair amount of luggage space in a more compact car of lower selling price and operating costs. To achieve this aim, some sacrifice in detail fittings was made and, as tested, the car might be described as an austerity model. It is a two-door saloon with cloth upholstery. Both trim and equipment are adequate but simple, a fact which contributes to the low

A low bonnet aids driving vision and there is a very simple air intake incorporating the combined parking and direction indicator lamps.

The wheel openings are flared outwards and above them are pressed mouldings which emphasize the horizontal line without the use of chromium. The greater part of the wheelbase is occupied by passenger space. Bumpers are not massive by American standards.

ROAD TEST . . . . . continued

weight of a little over 22cwt unladen. With an engine of 2.6 litres delivering 80 b.h.p. and a high torque at low speeds, interesting results in maximum speed and acceleration are to be expected, and on the car tested the performance was further improved by an overdrive and free wheel unit, engaged automatically at speeds over 28 m.p.h.

This unit can be locked out of action by a control on the facia, giving the car the ordinary three-speed synchromesh transmission. With the overdrive in use it is possible to accelerate briskly in direct second gear, as a kick-down switch locks out the overdrive unit when the throttle is fully open. By releasing the throttle slightly, the switch contacts are again closed and the unit changes into overdrive second, provided that the car speed is above 28 m.p.h. A quick movement of the gear lever then enables overdrive top gear to be obtained, or direct top gear if the throttle is fully opened. Maximum speed in direct second is 56 m.p.h. and on overdrive this is increased to 68 m.p.h. The maximum on top is not greatly influenced by whether the overdrive is in use or not, figures being 82 m.p.h. with and 78 m.p.h. without, but for rapid hill climbing and when overtaking other traffic direct ratios are preferable and are obtained when the throttle pedal is held in the fully open position.

General use in city traffic and on main roads reveals a car that is tractable and capable of maintaining satisfactory averages without fatigue. The Henry J. allows satisfactory cruising at 65-70 m.p.h.. Wind noise is not obtrusive and when the overdrive is engaged very smooth cruising is possible at speed, with the satisfactory feeling that mechanical wear is being reduced by the low engine speed. In direct drive some roar becomes evident at 65-70 m.p.h. The getaway from a standstill is very good and usually puts the car in the lead away from traffic lights.

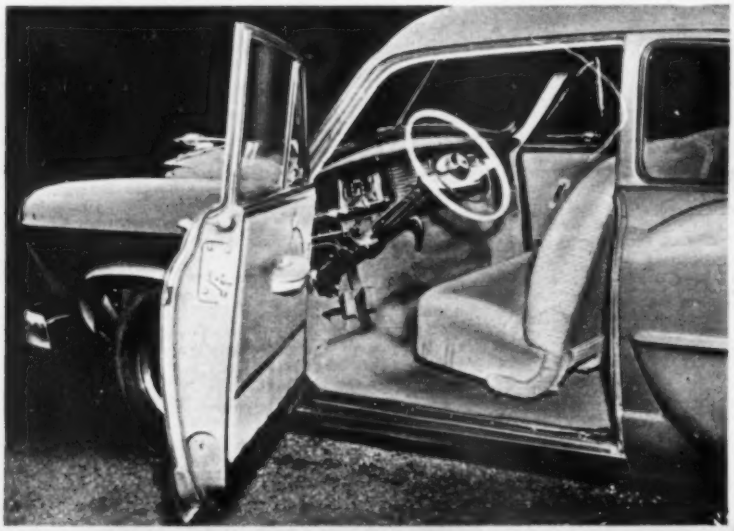
A roomy interior, good driving vision and controls with which the driver quickly familiarizes himself inspire confidence and the car seems to provide easy handling of a smaller car; though "small" in the terminology used on the other side of the Atlantic, actually its 8ft 4in wheelbase is not small by the standards to which the English driver is accustomed. The two doors are wide and it is very easy to enter the front seats. The back rests, by an ingeniously placed pivot, turn as well as tilt, to assist access to the rear compartment.

Vision for the driver through the two-piece inclined screen is good, with a view of both wings, and aiming is assisted by the plastic tubular mascot on the bonnet. The aerodynamic shape of tail causes the rear window to be steeply inclined, but satisfactory vision is obtained. It was found that the pivoted quarter lights at the front allowed some ingress of water when used as ventilators in heavy rain.

Light Steering

The interior of the car is plain, with upholstery in a ribbed fabric, warm in character, and the floor covering is an easily cleaned rubber material.

The steering is light, as might be expected from the low gearing which makes four and three-quarter turns of the wheel necessary from lock to lock, and the car is easy to manœuvre in confined spaces. Some rapid wheel turning is required if sharp corners or roundabouts are to be negotiated quickly, but the car is clearly intended to be driven in the

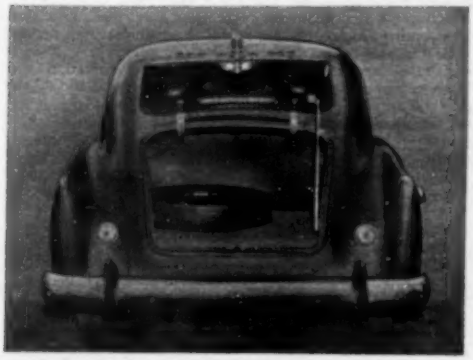


By American standards the interior is austere yet functional, the instruments and minor controls being grouped in front of the steering wheel. All seats are trimmed in cloth and arm rests are fitted to both doors. The divided back of the bench type front seat hinges forward to give access to the rear of the car through a single wide door at each side.

American manner, taking the corners slowly and using its acceleration to regain speed on the straight. The steering is reasonably precise, although some tendency to wander was noted at high speeds in a side wind. Because of the weight distribution, the understeer characteristic is unlikely to be greatly changed when the car is fully laden.

Of the other controls, the steering column gear change is light in action but a good deal of movement is required between second and top gears. The lever does not appear to be spring biased through the gate and it was felt that the neutral position might be better defined. The clutch is light and smooth in action. The brakes earn special praise, for they stop the car smoothly at all times with a modest pedal pressure and showed no tendency to fade after several quick stops from high speeds.

The suspension does not earn such good marks. It deals better with the continued shocks of a rough road taken at 50 m.p.h. than it does with isolated bumps on a smooth road. It gives a comfortable, easy ride in urban areas, but the rear end damping is hardly adequate according to European ideas or, indeed, by the latest American standards. The springs are soft and the upholstery springs also permit a good deal of movement, so that considerable disturbance is



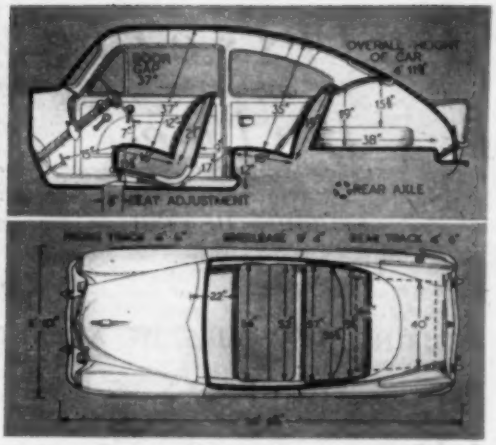
The luggage locker lid is hinged at the top and held in place by a telescopic strut. The spare wheel is also carried in the luggage compartment.

produced if the car strikes a bump at high speed. There is also a fair amount of roll if fast cornering is attempted, and it suggests a need for something which would locate a single passenger on the wide front seat. The cloth upholstery provides a fair grip but the need for a central armrest is more than usually apparent on very winding roads. There is a tendency for the rear axle to hop, which suggests that the tail would break away easily. In fact, the car did not develop a slide as soon as expected when the attempt was made deliberately.

The front seat will take three reasonably sized people without difficulty and three can be accommodated in the rear, although with less comfort. The doors have press-button operated latches, and both are lockable from the inside, with key operation of the right-hand door. Doors and luggage locker lid both fit with the "jack-knife" firmness that is a somewhat rare feature with the modern quantity-produced product. Although somewhat small by American standards, the luggage locker—which also contains the spare wheel—is adequate for most purposes.

The power unit is smooth and unobtrusive under most road conditions, while extensive use of sound-deadening materials renders the body itself satisfactorily quiet. The Henry J. design retains the separate chassis frame, and the body is mounted on rubber insulation points.

Fuel economy of the exceptional nature suggested by some American reports was not obtained on British Pool fuel and an average of 21 m.p.g. was recorded under normal touring conditions. Moderate and brief use of the



Measurements in these scale body diagrams are taken with the driving seat in the central positions of fore and aft adjustment and with the seat cushions uncompressed.

choke provided satisfactory starting at all times under English winter conditions.

In conformity with the character of the car, interior equipment and instrumentation are at a minimum; no interior lighting is provided, but the instruments are illuminated when the side lights are switched on. There is a small glove compartment in the right-hand side of the facia, but it is set at an angle which usually allows the contents to fall out. The instruments, consisting of speedometer—which proved nearly accurate—total mileage recorder, fuel contents gauge and engine thermometer, are grouped in front of the driver. Red warning lights for ignition, oil pressure and high beam head lamps are provided. The suction-operated twin windscreen wipers are unusually vigorous, and sweep a large area of the screen. They do not die out on full throttle. Although no heater or demister was fitted on the car tested, these are available as optional extras. The horn proved unusually powerful.

The Henry J. gives the impression of a simple, robust car designed to meet the same conditions of use as are the larger American models. Apart from the matter of size it shows no sign of having been influenced by European thought and has a character quite different from European cars of similar overall dimensions.

The engine compartment is well filled by the six-cylinder side valve engine. A combined dipstick and oil filler can be seen just to the right of the top radiator hose and below the six-volt battery. A thermostatically controlled hot spot manifold is used in conjunction with a Carter downdraught carburettor.

Patisserie Belge

by JOHN HEWISH

Curves on post-war flats at Le Zoute, on Belgium's holiday coast, make a modernistic blend with the Oldsmobile 88 in the brilliant sunshine.

TOURING FLAVOURS IN A LAND THAT IS FLAT BUT NOT DULL

QUITE a number of well-travelled people from this country have never been to Belgium. The reason is not far to seek. France has every kind of touring attraction. It is pre-eminently a motorists' land, and the material side of life, so important on a holiday, receives more veneration there than it does almost anywhere else. Apart from the motoring freedom and the food, there is something about France which is immensely stimulating and refreshing to our temperament.

Appreciation of the sanity of our own country is, if anything, a source of impetus to the enjoyment of the excellence of France. Most Englishmen must have felt, in some respect or other, that things are ordered a little better there. Apart from the heroic proportions of both motoring and eating, it is always possible, as a change, to halt in some sequestered spot and forget the madding of more foolish crowds, in contemplation of Gothic architecture or viticulture, or even of the way in which Madame's *poirier* candelabras itself against a sunny wall.

Belgium has few attractions that come so readily to mind. It remains indefinite, and down at sea level—a country where, according to the ethnographic studies of schooldays, there are both Flemings and Walloons, but it is so easy to forget where the Flemings stop and the Walloons begin.

No one has written "see Ostend and die," yet there are worse places to see and, if Ostend is a little forbidding to the eyes of the (perhaps slightly groggy) English motorist as he approaches that windy harbour mouth on the *S.S. Car Ferry*, or the *Prinz Albert*, with its façade of hotels in the evening light, more experienced travellers will tell him that there is a lot of pleasure and good food to be had in Ostend. It is possible to have an excellent holiday in Belgium and, though these notes are the result only of a business trip which left little time for the more usual Baedeker mastication of a country, such a trip allowed a reasonable overall survey.

Belgium is also the motorists' country. Its flatness and its distances, which can be so easily devoured by the modern car, make it attractive to the driver, and the tourist gets the impression, as he spins from, say, Ghent to Brussels on the excellent new roads, that he is covering a lot of ground. As in France, he is accepted as a popular member of the community.

There has been a boom in Belgium since the end of the war—one of the most-discussed aspects of European recovery. Experts have asked, "Can Belgium, though left with dollar credits after the war, continue in this fashion?"

The Belgians have burgeoned forth in large American cars, which they drive with immense *élan*. The country has continued to prosper and will probably go on doing so, and if the shoe of *laissez-faire* pinches here and there, there are few signs apparent to the ordinary traveller. Despite their verve, motoring with the Belgians is not difficult provided, as is usual outside England, that the motorist remembers to hoot a lot and, if the other man is the faster, to keep well out of his way. Petrol is about the same price as in France, and a superior grade of fuel is available for those with discriminating engines.

Service

Everyone is full of an immense courtesy towards the motorist and often it seems as if the pump attendant has had no pleasure in the week like that of filling one's tank. These details make a lot of difference. Perhaps this people still remembers some shade of the impression made by what the Kaiser called the "contemptible little army," when the flower of his Uhlans was being hurled against the forts of Liége in 1914. Perhaps a long and also very recent history of German invasions makes a people courteous and resilient. Certainly, as one drives near Mons, or even in the recently restored Bastogne, there is the presence of "old unhappy far-off things and battles long ago."

In many ways, the Belgian landscape is uninteresting except in the Ardennes. It has not the charm of intimate timbered villages. The Belgians seem concerned more with the utility of a village street than with its appearance, and one is reminded again and again how foolish is the supposition that the Englishman is northern and phlegmatic, as opposed to the southern (and romantic) inhabitants of the other side of the Channel. Nevertheless, the Flemish-speaking Belgians in the north and central areas of the country are remarkably like the English. Continually the sound and rhythm of their speech suggest our own. Inscriptions are bilingual and the *boulangerie* of the baker's shop sign is also the *bakkerij*. French is spoken, *pour les chients*, and the motorist who has any smattering of German to add to his smattering of French will get along very well.

The rather drab landscape flowers now and again (it

flowers literally in the region around Lokeren and St. Niklaas, where the fields are ablaze with blooms) into remarkably rich cities such as Bruges, which has been called the Venice of the North, rising quite startlingly from its canals. Like Ghent, with its sculptured town hall, Bruges makes plain the fact that the past of Belgium was very different from the practical present. Now, attending to daily requirements and looking after tourists seem the chief aims. Bruges was the workshop of the Flemish painters, of Memling and the brothers Van Eyck, and despite the inevitable dispersal of these Masters, the museums and galleries are magnificent. In the evenings, the polyglot—and probably rather inaccurate—guides will conduct tourists by motor boat on the canals, pointing out the floodlit buildings; pleasant activities, whether indulged in on the water, or merely viewed from a convenient restaurant window, such as that of the Duc de Bourgogne. The carillons of Bruges fill every instant with varied and melodious tintinnabulations.

Like the French, the Belgians are prepared to pay a lot for a good dinner. In England we do not pay so much, nor do we get, as a rule, the dinner. There is no need for prospective tourists to be frightened by rumours of the

Take a boating trip, says the notice in three languages, near the Duc de Bourgogne restaurant.

costs, as there are many hotels where a comfortable night's stay will cost no more than a pound, but this does not, of course, include food. Prices suggest that a ten-days' stay should be well within most holiday budgets.

An outline for such a holiday might include the coast, the old cities and the very different charm of the Ardennes—a reasonable selection of pleasures. Since one must begin with Ostend, the seaside resorts first: Knocke and Le Zoute are the fashionable ones. They are expensive, but not prohibitively so for the English Midlander, judging by the tones heard last time the writer was there. Although many of the resorts are hideous (they remind one of that sombre French film, *Une si Jolie Petite Plage*), Knocke is brightly built, and it offers all the charm of the Continental watering place: cafés innumerable; brief costumes on the beach; blazing colours suggesting a seascape by Boudin; and the casino.

Bruges is a "must" for the inland part of the tour. From there Ghent is easy, down the new fast *autosnelweg* or autobahn, of XK120 fame. Launching, in Sanders of the River language, into the interior, one finds Brussels well worth visiting. It is large, with charming shops and excellent restaurants. Eating in this country is an important matter. Some say it is better in Belgium than in France. Certainly the Belgians have abundant materials of the finest quality and their steaks are probably the largest in Europe. It is for "heartiness" rather than complexity that it is memorable. It is possible, too, when on the road, to obtain without delay omelettes that are perfection; a simple but fascinating dish too rare in England. The fact that wine is expensive must be reckoned with. Much could be said of the delicious foliations of the Belgian pastries. One creation, it is not possible to call it a cake, called *bombe brasilienne*, is still an ambrosial memory.

The Best Part

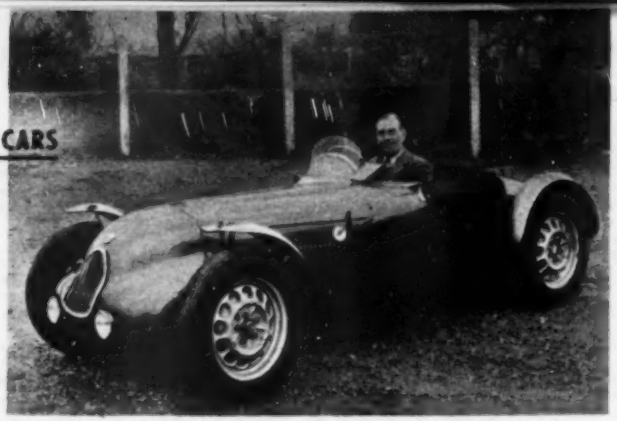
To the Ardennes from Brussels is by way of Namur, and the most interesting country and motoring are probably on the way to Bastogne or when returning by way, perhaps, of Spa. Bastogne is very full of signs of the war, but the traveller from pre-fab-spotted England cannot help admiring the way the Belgians have hurled up their shattered towns again. Much of the building in this region is in stone. It is unusual country, a mixture of Exmoor and Hampshire, with the upland freshness of the one and the wooded breeziness of the other. When last seen from the undulating but good roads it was wildly purple with the loosestrife that patterned the spaces between the harvest. There are many small towns, where the inns are good, and trout is the local dish. St. Vith and Malmédy are among them. Spa is full of interesting little restaurants, and the water of Spa is lucid and slightly effervescent, a delicious draught which is haphazardly bottled by every passing traveller from the fountain in the square.

Belgian roads have a bad, and rather unfair, reputation. Although a fair amount of the notorious *pavé* is to be found, especially on minor roads or in towns, the main routes are fairly free of it. Extensive programmes of improvement are going ahead. The routes between such centres as Ostend and Brussels, or Liége and Louvain, are very fast, as is that between Antwerp and Brussels. The *pavé* certainly demands something fairly modern in the way of suspension. Signposting is fairly good, except in the centres of the towns, where it sometimes becomes vague or disappears altogether.

Block-long American cars can elbow their way through openings such as this arch, gilt decorated, where sculptures lean out at the traveller, near the town hall in Bruges.

INTERESTING COMPETITION CARS

Lester-M.G.



The low build and businesslike appearance of the car are well shown in this three-quarter front view, with Harry Lester, the designer and constructor, at the wheel.

SUCCESSFUL SPORTS-RACING CAR NOW IN LIMITED PRODUCTION

DURING the last two seasons the name Lester-M.G. has appeared more and more frequently in race reports and results, usually with additional comment as to the surprising speed developed by this attractive and workmanlike little car. This, however, is not really surprising to those who know Harry Lester, for this enthusiast has worked on M.G. cars for a good many years, and has produced a succession of special versions thereof, each faster than the last.

The present model first appeared in prototype form in one or two minor sprint events during the summer of 1949. Since then it has been steadily improved, until finally the decision was taken to produce it in limited quantities; in all nearly a dozen examples have now been constructed, and several of these have distinguished themselves in races and speed events in the hands of Harry Lester himself, J. C. C. Mayers and P. W. Griffith. Several cars have also been exported to the U.S.A.; and in view of the demand from that quarter, and the fact that the production is arbitrarily limited to some twelve cars per annum by component supplies, for the present at least this market must take precedence, leaving—as usual—nothing for the poor home motorist.

The basis of the car is a plain and straightforward tubular chassis frame, of Lester design and construction; this consists in the main of two 3in diameter 16 s.w.g., 45-ton tensile strength steel tubular side members, with two cross members of the same material and a third of smaller diameter. At the front the standard M.G. pressed steel cross member is used. The front suspension utilizes M.G. wishbones and swivel pins, but the coil springs are special (as the car is much lighter than the standard M.G.) and Woodhead-Monroe telescopic dampers are fitted.

The steering gear is again entirely new; instead of the M.G. rack and pinion assembly, a Bishop cam-type steering box (made specially for the cars, and incorporating a light-alloy casing) is mounted on outrigger brackets from the front cross member on the right side, and a similar bracket on the left carries the pivot for a slave arm; a three-piece track rod connects up the assembly. The rear suspension is by special Woodhead leaf springs, sliding in traditional M.G. fashion in trunnions at the rear end and damped by telescopic Woodhead-Monroe units. The rear axle is actually a TC M.G. assembly, slightly modified at the ends to take the different hubs and wheels used in this application.

The engine is basically the TD M.G. unit, but the block is bored out 3mm, making the bore 72mm and the cubic capacity 1,462 c.c. The engine is brought up to Stage 2 of the M.G. tuning process; that is to say, the compression ratio is raised to 9.2 to 1, the inlet ports are bored out and larger inlet valves fitted. In this form, running on 80-octane fuel (which suits the engine perfectly), it is estimated that between 80 and 85 b.h.p. are developed at approximately 6,200 r.p.m. Two S.U. carburettors are used, and the

SPECIFICATION

Engine.—M.G., four cylinders 72 × 90 mm (1,462 c.c.), o.h.v., push-rod. Compression ratio 9.2 to 1. Two S.U. carburettors, coil ignition. Approx. 80 b.h.p. at 6,200 r.p.m.

Transmission.—M.G. TC gear box and rear axle; overall ratios 4.875, 6.59, 9.51 and 16.48 to 1.

Suspension.—Independent front by wishbones and coil springs; half-elliptic rear. Woodhead-Monroe telescopic dampers front and rear.

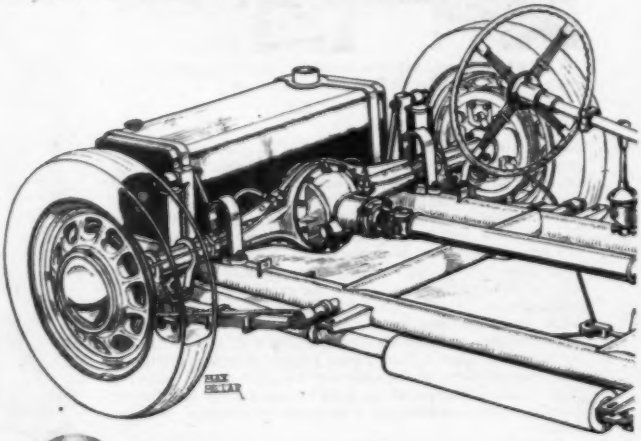
Brakes.—Lockheed hydraulic, 9in diameter by 1½in wide, working in Al-fin drums. Central fly-off hand brake operating by cable on rear wheels only.

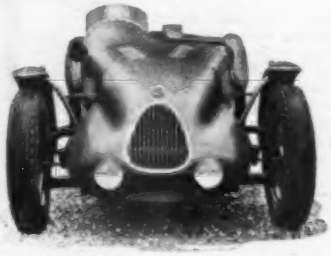
Fuel System.—S.U. electric pump, 12-gallon rear tank.

Tyres and Wheels.—5.00-16in Michelin tyres on bolt-on steel wheels.

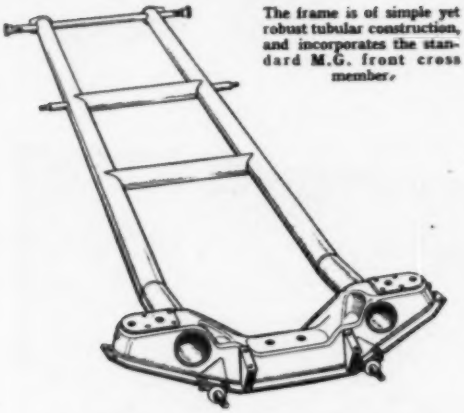
Main Dimensions.—Wheelbase 7ft 8in, track (front) 4ft 0½in, (rear) 3ft 11in. Dry weight 10½cwt, distributed in the following proportions: 55 per cent on front wheels, 45 per cent on rear.

Manufacturers.—H. Lester (Cars), Ltd., Bath Road, Thatcham, Berkshire.

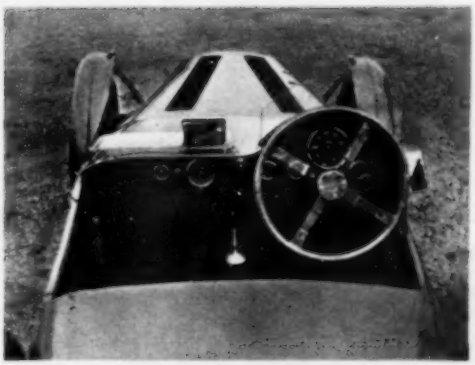




From the front the absence of unnecessary excrescences is obvious; the wings are all readily detachable for racing, if desired.



The frame is of simple yet robust tubular construction, and incorporates the standard M.G. front cross member.



Cockpit view, showing the plain and practical layout of controls and instruments.

manifolding throughout is Lester's own, fabricated as a welded unit.

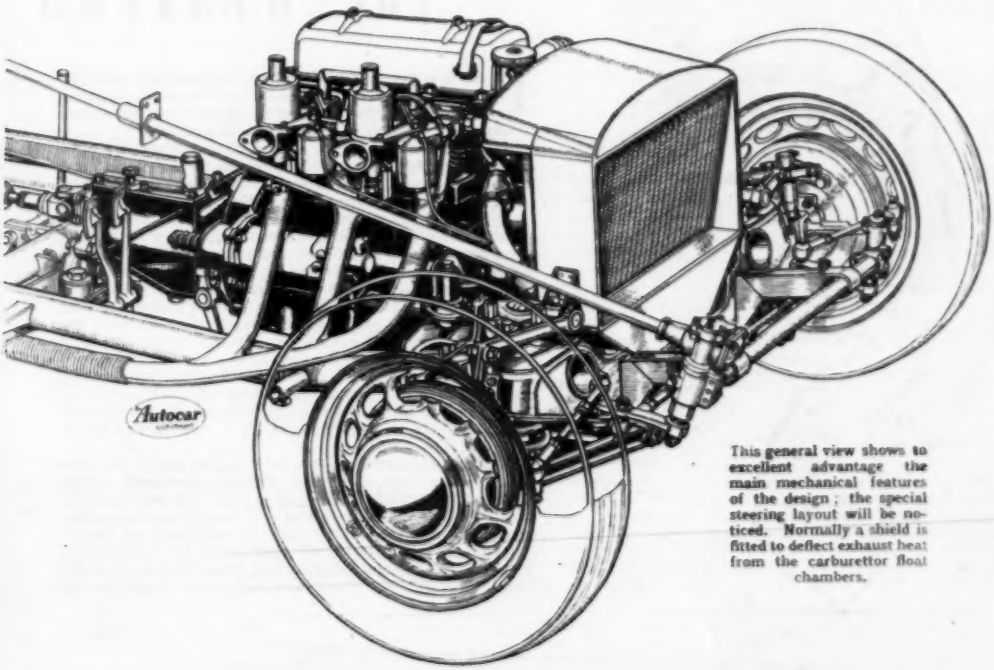
The gear box is a standard TC M.G. unit, chosen because it is rather shorter and also some 10lb lighter than the later pattern. A normal Hardy-Spicer propeller-shaft completes the transmission line; at present the TC axle ratio, of 4.875 to 1, is fitted, but plans are afoot for the production of "higher" ratios (that is, with lower indices). The brakes are Lockheed hydraulic, of the type used in the 1½-litre M.G. saloon, working in this instance in Al-Fin drums. The pressed steel perforated wheels are of Morris Ten type, carrying 5.50 by 16in Michelin tyres.

On this chassis is mounted a simple and good-looking two-seater body, panelled in 18 s.w.g. aluminium alloy. No doors are provided, but the steering wheel is quickly detachable to give ease of ingress for the driver; an upswept cowl surmounted by a Perspex shield deflects the wind, and a fold-flat aero screen is mounted in front of the passenger, the obligatory second mirror for racing purposes being mounted on this in the folded position. A 12-gallon fuel tank shares the tail of the body with the spare wheel; both this tank and the radiator are of Gallay manufacture. Fuel feed is by S.U. electric pump. The simple panel layout incorporates rev counter, speedometer, oil pressure gauge, and oil and water thermometers. At present, incidentally, a cooling duct is fitted to direct air round the sump, but plans include a larger sump and an oil radiator.

A brief trial of the car in rather damp and unfavourable circumstances proved it to possess road-holding and steering qualities of an extremely high order; it would not be too high praise to say that the handling of the machine is quite exceptional for a light car, and far better than that of many classic and larger cars. The light weight—only 10¼ cwt dry—coupled with the high output, gives terrific acceleration, and 6,000 r.p.m. on top gear was easily reached, representing approximately 95 m.p.h.; this could unquestionably have been exceeded had road conditions permitted.

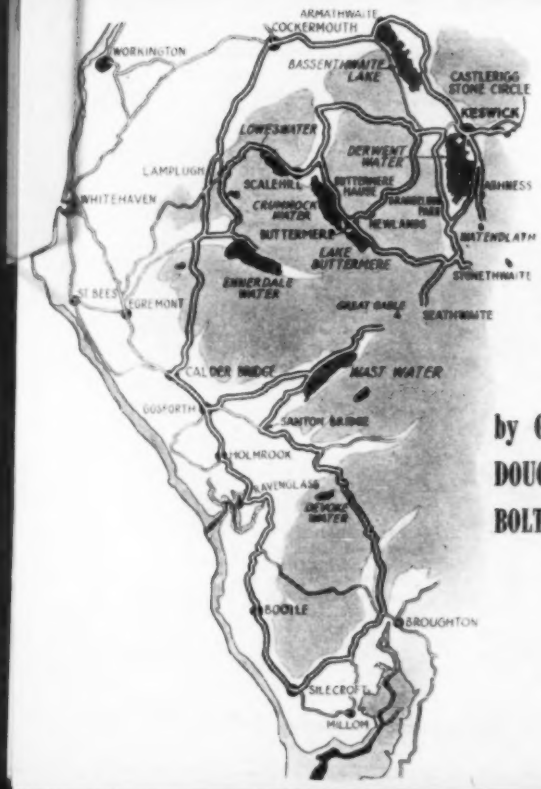
The Lester-M.G., in short, represents a very workmanlike and sensibly constructed small super-sports car, in a class which possesses all too few representatives from this country. It will be coveted by many, and the only trouble is that it can be possessed only by the very few.

J. A. C.



This general view shows to excellent advantage the main mechanical features of the design; the special steering layout will be noticed. Normally a shield is fitted to deflect exhaust heat from the carburettor float chambers.

The rich valley of Borrowdale from Ashness Woods.



The WESTERN

by G. DOUGLAS BOLTON

IF you like the niceties of driving, then you will additionally enjoy the western lakes, and even the main road enthusiast will find that the scenic grandeur more than compensates for any exceptional driving effort.

Keswick is an ideal centre, a most pleasantly situated town with several first-class hotels. The streets are narrow, and the white-washed town hall has a rather foreign appearance, as if it had been borrowed from Switzerland. A stroll by the Greta, winding through Fitz Park, and along Lake Road to Friar's Crag will give you a good idea of the terrain. The best time to visit Friar's Crag is at sunset or sunrise, when the still waters of the lake give gorgeous reflections of the surrounding hills and trees. Another good viewpoint is Castle Head, reached by a short climb from the Borrowdale road. Here you will get a bird's-eye view of the whole of Derwent Water and the surrounding mountains. I find this a delightful before-breakfast stroll.

Castlerigg Stone Circle, less than two miles from Keswick, occupies a height overlooking Saddleback to the north and the Helvellyn range to the south. This famous site contains 39 stones said to date from 1400 B.C., and belongs to the National Trust.

A diverting afternoon can be spent encircling Derwent Water. The busy main road meanders pleasantly enough alongside the wooded shores of the lake and just two miles south of Keswick you will pass a rough unsurfaced lane climbing steeply from the roadside and doing its best to discourage motorists. This road leads to Ashness and Watendlath, to some of the most beautiful scenes in the Lake District. Once fairly launched on the route you will

Derwent Water, dotted with little islands, and the Saddleback, from Brandelhow Park.

LAKES: ROUTES TO FOLLOW FOR VARIETY OF SCENE AND GRADIENT

find the road suddenly develops a tarmac surface, this virtue being hidden with great cunning from the main road beneath, the rough preliminary patch scaring away the crowds. The steep and lengthy climb still keeps the driver busy.

The view of Derwent Water and Skiddaw from Ashness Bridge is worthy of the thousands of pictures taken of it, but the real view is higher up at the end of a short path leading from the roadside through the woods. Here you emerge at the brink of precipitous crags overlooking Borrowdale to the south and Derwent Water to the north. On a clear, sunny day, when the scene pulsates with life and colour, there is something quite magnetic about this view.

Notable Boulder

Continue south to the Lodore Hotel and visit the famous falls, quite breath-taking when in spate but generally a mere trickle hidden beneath a mass of boulders. Farther south, beyond Grange, the main road passes near the Bowder Stone, approached by a short climb. This huge boulder is 30ft high and weighs over 1,900 tons. A ladder leads to the top, a small area which, when crowded, encourages an abrupt descent to the bottom.

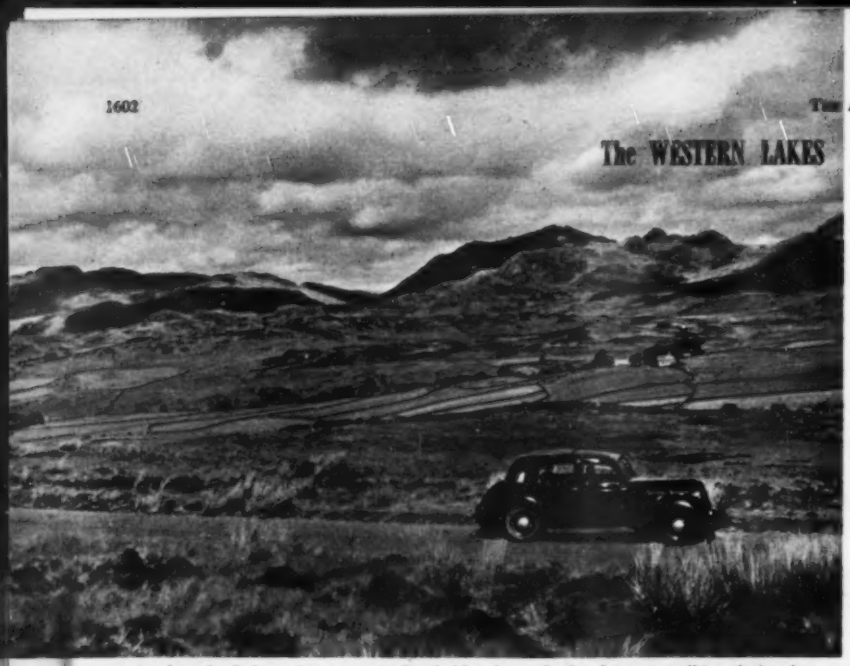
Across the bridge at Grange the picturesque road winds through Manesty and Brandelhow parks, giving lovely views across Derwent Water to Skiddaw. A short run to Ullock and Portinscale continues to Keswick.

A more ambitious day, involving rather stiffer driving, can be spent over the run from Keswick to Borrowdale and over Honister Pass to Buttermere and Crummock Water, returning by the Whinlatter Pass. We follow the previous route to Grange, beyond where Borrowdale blossoms into a profusion of birch trees framing the waters of the Derwent. Then the dale widens out and you will wonder how any road can find a way over the tremendous bulwark of mountains to the south. Beyond Rosthwaite you can get to Stonethwaite and Seathwaite, but not much beyond either place except on foot. The only route is from Seatoller to the top of Honister Hause (1,191ft) followed by a precipitous drop to Gatesgarth. The road has been recently resurfaced and is so good that, in my opinion, both sides of the pass are now of comparable difficulty. Apart from the length and the gradient (which touches a genuine 1 in 4) there is no difficulty about the ascent from either Seatoller or Gatesgarth, although on a very hot day radiators are likely to boil.

The view from the top, dominated by the precipitous slopes of Honister Crag, is surpassed only by the scene from the slate path climbing towards Dale Head. High up on this path you look down towards Buttermere, and Honister Pass, seen so far beneath as to be quite unnerving—or exhilarating, according to taste.

Honister Pass drops about 500 feet in half a mile, but first gear holds the car without much need for braking. In the bad old days it used to be fun watching cars trying to make the ascent, but now the only excitement is when a learner misses a gear. I saw this happen once, and for one horrible moment I thought her days were numbered as her car began to slip backwards, but with great dexterity she

The WESTERN LAKES . . . continued



The great panorama of Cumberland mountains from the fell road between Eskdale Green and Ulpha.

managed to back into the parapet of a bridge instead of dropping down to Gatesgarth.

The scenic road lingers lovingly alongside the shores of Buttermere and Crummock Water (with hotels between the lakes), and, thanks to the National Trust, the beauty is unspoiled. There are splendid views between Rannerdale and Lanthwaite Green, and if you want tea it is only a short deviation to the Scalehill Hotel, pleasantly situated on the Loweswater road. The return to Keswick by the Whinlatter Pass involves an easy main road ascent to a height of 1,043ft, followed by a surprise view of Bassenthwaite and Skiddaw on the descent to Portinscale.

This route can be followed in reverse as far as the Scalehill Hotel to mark the onset of the next day-tour, an easy route which is seldom crowded. Loweswater gives the impression of making a hard fight to justify its inclusion in the Lake District, and, as seen from the south-east, could be anywhere. But the flat-topped Mellbreak dominates the view to the south and the distant hills to the north and east make an impressive background.

Ennerdale Approach

Ennerdale Water is the destination, best approached by way of Lamplugh and Ennerdale Bridge, although there is a short cut over the hills. The road to the Angler's Inn, nestling at the extreme edge of the lake, is of such surpassing vileness that you won't feel like going beyond the inn, and although I have managed it for a mile or two, the country around the head of the lake is suitable only for the walker. We can follow a good main road to Cockermouth and visit Wordsworth House, birthplace of the poet, followed by a walk round the castle, the grounds of which are open.

You will find the Armathwaite Hall hotel imposingly sited at the northern tip of Bassenthwaite Lake, and it is not far back to Keswick via the main road on the east bank, perched high above the lake.

I have left the toughest trip till the last and the entire route might be described as a Gearchanger's Delight. This journey should give a new respect for the Lake District.

There should now be little trouble in soaring up Honister Hause and swooping down to Loweswater and Ennerdale Bridge, followed by a hilly traverse to Calder Abbey, picturesquely situated in a richly wooded valley. From Calder Bridge a good main road leads to Gosforth, renowned for its Viking Cross in the churchyard.

The road to Wast Water, Wasdale Head, Down-in-the Dale and Burnthwaite visits scenery of the utmost grandeur. At first the scene is pastoral, but as soon as Wast Water is reached, the precipitous screes on the far side of the lake impart a wild and cheerless aspect to the scene. But as we head towards the mountains the views are much more magnificent. Sca Fell and Scafell Pike (3,210ft), England's highest mountain, are tremendous in their rugged splendour. But my own preference is for nearby Great Gable (2,949ft), whose perfect proportions achieve much of that crescendo of beauty characterized by Buchaille Etive Mor in Glencoe. You can drive as far as Burnthwaite, at the very foot of Great Gable and as near to the heart of Lakeland as it is possible to get by car.

We can return to Wasdale, turning south-west to Saunton Bridge and climbing over the hills to Eskdale Green, crossing the 15-inch gauge miniature railway line which runs from Ravenglass to Boot.

The fell road from Eskdale Green to Ulpha, passing between Devoke Water and Ulpha Fell, offers superlative views on a clear day and, if you enjoy mountain panoramas as far as the eye can reach, this pass ranks with the best in Britain. This was an adventurous route before tarmac came along but the surface is now so good that the preliminary 800ft ascent is merely a question of gear changing, although the descent to Ulpha is still quite severe. The panorama from the summit embraces Coniston Old Man, Seathwaite Fells, Crinkle Crags, Bow Fell, Allen Crags, Great Gable, Sca Fell and Scafell Pike; the entire range.

It is now quite practicable to return from Ulpha to Keswick by Wrynose Pass and this *crême de la crême* might well round off the day, but you will find the coast route followed by Buttermere Hause and Newlands Hause exhilarating enough. Although there are no really difficult or long hills around the Lakeland coast there must be scores of short, sharp hills between Ulverston and Egremont which, in the aggregate, amount to a respectable piece of climbing. If ever your engine pinks it will pink on this route!

But once you have reached Egremont, I would not have you head for the green pastures and easy roads around Cockermouth. We must wind round to Loweswater, Crummock Water and Buttermere; and though this is the nearest way to Keswick (with the possible exception of the route over the Whinlatter), it is not the easiest. Buttermere Hause is still a formidable ascent and its summit of 1,096ft is attained in an almost incredibly short distance, followed by a drop down Newlands Hause. This used to be a really trying route before the surface was macadamized and in pre-war days I have *slid* down Newlands Hause with locked wheels, the loose surface having all the mobility of scree! Now only the gradients remain and the climb is comparable with Honister Pass. As a parting gift you will have to descend the short, sharp Devil's Elbow near Keskadale and can then drift in peace back to Portinscale and Keswick.

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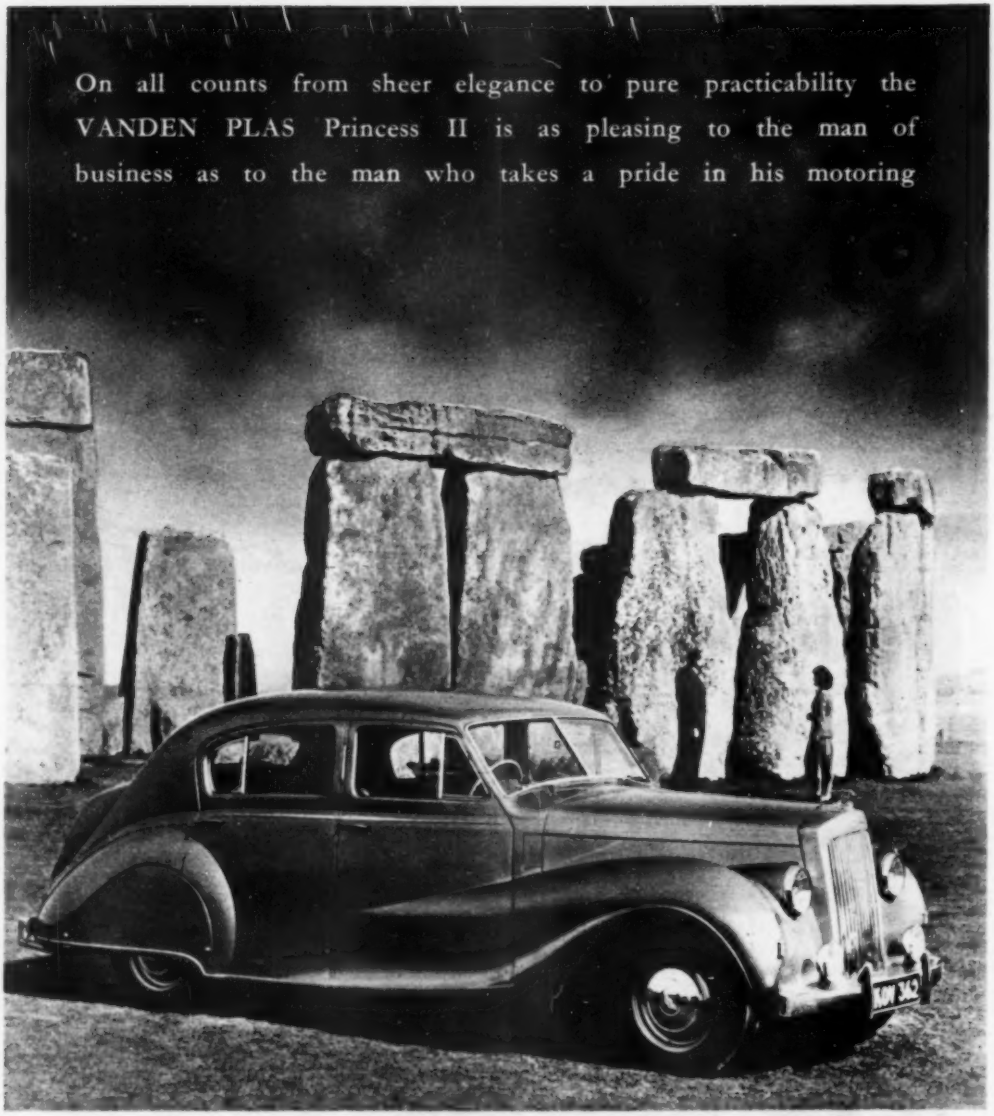

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A. D. Hasemer takes his Austin through the Mud Grand Prix; the passenger takes cover.

LOCKHART-BOSSINGHAM CUP TRIAL

Much Sinking in the Ooze

RECENT rainfall made the Berkhamsted M.C. and C.C. Lockhart-Bossingham trial last Sunday a really most trying affair. The first group of three sections, Moor Mills, was in a gravel pit, and took grave toll of the entrants; in fact, only P. D. C. Brookes (E.R.P.) and H. R. Smart (B.S.T.) managed to get through the first section, which consisted of a very deeply rutted pathway which in places was flooded to almost 18 inches. The second section stopped only three competitors, despite its somewhat grim appearance. While the drivers were inspecting the third section not a few were heard to say that the two ridges separated by a veritable ravine were impassable. However, six made the grade; first to be greeted with a round of applause was A. G. Curwen, driving his 747 c.c. Austin.

The first timed test consisted of a mild form of chicane up a slippery incline with a stop in the middle, best time being put up by A. A. Baring (Cotton) and J. C. Smith (J.C.S.), in 16.4s, closely followed by A. G. Curwen (Austin) and E. J. Chandler, in 17.2s. St. Agnells was another section "just round the bend" from the timed section, and proved to be no obstacle, all competitors retaining clean sheets.

The Dump was, as its name suggested, a repository for tins and corrugated iron, and so on, and managed to stop four cars. The section comprised a steep ascent out of the dump from a standing start. The last two sections before the luncheon stop were at Trowley Bottom, the first being a steep descent into a natural dell, and an even steeper exit; only five competitors managed this—P. D. C. Brookes (E.R.P.), who from this point was first at each section, being determined to finish the course by daylight. The second section here was adjudged to be easy, and everyone made non-stop ascents through the overgrown lane.

After this, competitors made their way to The Hop, which proved to be the stiffest climb of the day, the only man to reach the summit being E. J. Chandler (Chandler Special), at which juncture those assembled as spectators cheered and clapped most heartily.

The second timed section was nicknamed the Mud Grand Prix, being a timed circuit on a waterlogged track. A. G. Curwen lost heavily at this point because of moisture eliminating at least two "pots." Best time was made by B. H. Dees (Dellow), in 1m 5.4s; second, S. T. Rees (Dellow), in 1m 7.2s. The third section, where stop watches were in evidence again, was Doolittle Lane, which was exactly half a mile long, and had to be covered at an average speed of 20 m.p.h. J. Tucker Peake put up the most accurate time, in 1m 30s, followed by A. G. Wood, who arrived at "the observed section ends" sign in 1m 29s. (There was no penalization for five seconds either way of the 1½ minutes allowed for this test.)

The last section of the course was also timed, and took the form of a driving test, in which each competitor had to back between trees in a muddy lane; however, there was some misunderstanding as to the route for reaching this test, and the majority of the field arrived when it was almost dark. The test was, therefore, abandoned by the marshals, to whom, incidentally, a word of praise should go for sticking manfully to their posts for inordinately long periods, as towards the end of the trial the tail end of the entry was running two hours late—because of the unexpected stiffness of the first three sections and certain ambiguities in the route card.

E. D. C. Brookes makes a determined assault on The Dump in the E.R.P. Special.

PROVISIONAL RESULTS

Bessingham Memorial Cup (best performance) Chandler 1,172 s (E. J. Chandler), 10 marks lost.

Class Awards: 1,100 c.c.: Austin 747 (A. G. Curwen), 34; **1,500 c.c.:** Cotton 1,172 (A. A. Baring), 17; **Unlimited:** Dellow 1,172 s (B. H. Dees), 21.

Best presenting club member: Ford Spl 1,172 (J. Tucker Peake), 34. **750 c.c. Award:** Austin 747 (A. J. Hasemer), 54. **First-class Award:** B.S.T. 1,172 s (H. R. Smart), 23. **Second-class Award:** E. R. P. 1,172 (P. D. C. Brookes), 27.

Team Award: The Falcons (E. J. Chandler, H. R. Smart and J. C. Smith—J.C.S. 1,172), 56 marks lost.

24 entries, 3 non-starters.

Phil Hill's white Jaguar passing slower cars on the Reno circuit.

RENO TO PALM SPRINGS

LIVELY RACING IN TWO RECENT U.S. EVENTS

ROAD RACING fans in the Western U.S.A. have just had a most exciting two weeks, for on one recent Sunday a 150-mile event was held on an exciting new course in Reno, Nevada, by the Sports Car Club of America, and on the following Sunday the California Sports Car Club held a race of similar distance at Palm Springs.

The Reno event was especially interesting in that the course was a genuine "round-the-houses" affair, also winding around a small lake in a park, length being 2.5 miles with the longest straight permitting a top speed of about 110 m.p.h. This event marked the début of Donald Parkinson's special lightweight XK Jaguar (rebuilt after its serious crash at Pebble Beach last spring). Also at the starting line was Bill Pollock in the 6-litre Cad-Allard in which he won the Pebble Beach event. Favourite Phil Hill was at the wheel of one of Chuck Hornburg's XKs, and Bill Breeze, of San Francisco, was in charge of the sister car. Among the smaller cars was Roger Barlow's Simca, challenged by the superb M.G. of Johnny Von Neumann and two special-bodied lightweight TDs from San Francisco in the hands of Al Cappel and Bill David.

Man Bites Dog

The sensation of the preliminary races was the stock Singer 1500 which, in the hands of Bill Kerrigan, defeated a field of stock M.G.s—actually taking the lead just before the finish line on the last lap!

In the main event 34 cars left the starting line, Bill Stroppe (V8-engined M.G. TC) edging Bill Breeze (Jaguar) into the hay bales; on the next lap Breeze stopped at the pits to report this matter and to protest—then went on driving very hard to make up lost time. Parkinson started well back but moved up to third place before the second lap was over. Pollock was in first place with Hill right behind him. In the 1,500 c.c. class Barlow's Simca took the lead and slowly pulled away from Von Neumann's M.G. These two cars were soon well ahead of the others in their class.

On lap 10 Breeze entered the bend at the south end of Virginia Lake at too high a speed and crashed badly, receiving a broken shoulder. Parkinson in his Jaguar moved into second place when Phil Hill's Jaguar came into the pits with the oil pressure relief cap missing, Sterling Edwards moving up to third, followed by Stroppe in the V8-engined M.G. Barlow and Von Neumann were leading their class and were fifth and sixth in the overall classification, well ahead of Joe Esherick's Frazer-Nash-B.M.W. and some of the slower Jaguars, and the Healey Silverstones.

Shortly after the 40th lap Al Gunn, who had been driving his M.G. with more verve than skill, left the road on a simple 90 deg corner and overturned with considerable damage to himself and his car, and on this same lap Eddie Jones in a Healey Silverstone crashed on a fast bend into some rocks and trees and was badly injured; spectators and flag marshals rushed to help and blocked the road for the ambulance, bringing all cars to a halt. The drivers held an impromptu meeting and recommended that the race be stopped and the officials agreed and made awards on the positions on the lap preceding the last crashes. First place thus went to Bill Pollock (Cad-Allard), second to Don Parkinson (Jaguar Special), and third to Sterling Edwards (Edwards Special). In the 1,500 c.c. class Barlow (Simca) was the victor, Johnny Von Neumann (M.G.) being second and Bill Kerrigan (M.G.) third.

• • •

The next week-end many of these drivers met again on the Palm Springs circuit where temperatures were in the 90s rather than near freezing point, as at Reno. On the Sunday Bill Kerrigan repeated his previous success with the new 1500 Singer and again won the stock 1,500 c.c. race.

Starter Joel Thorne sent 32 cars off in the Palm Springs Cup and the Desert Trophy races (the latter for 1,500 c.c. cars), these races being run concurrently, with the smaller cars to get the checkered flag at 45 laps; the larger cars were to continue for 65 laps. Bob Path (Mercury Special, was in the lead at the end of the first lap with Michael Graham (Cad-Allard), Phil Hill (Jaguar) and Donald Parkinson following in that order. Barlow in the Simca drew a starting position at the rear but managed to move up 14 places that first lap, but Johnny Von Neumann (M.G.) and Jack McAfee in John Edgar's special supercharged M.G. (for which 147 b.h.p. is claimed) were still well ahead of him. On lap 4 Michael Graham and Phil Hill both passed Path, and on the next lap Parkinson also passed—dropping Path to fourth spot.

By now Barlow had come up to within a few yards of Von Neumann, who passed the supercharged, streamlined M.G. of McAfee on lap 7; the Simca passed on the next lap. Don Parkinson had moved into second place behind Michael Graham, slowly catching the Cad-Allard. Unfortunately the Allard sheared an axle on the next lap and the interesting battle between the terrific Jaguar Special and the big-engined Allard failed to come about.

Most cars were suffering from brake fade and several retired for one reason or another—the supercharged McAfee M.G. being one of the unfortunate. A Jaguar spun out in one of the S bends and was rammed by Manning's Mercury Special. The Simca arrived next and, not finding room to get by, braked to a stop, just touching the Mercury, but happily was able to reverse out and squeeze by on the inside.

By the 35th lap Parkinson was secure in first place, piling up more of a lead lap by lap. Phil Hill had to make a pit stop and lost second place to Path. At the 45th lap Roger Barlow got the checkered flag indicating that he had won the Desert Trophy race (for 1,500 c.c. cars) but as he was fifth in the overall classification and Von Neumann sixth they were both permitted to continue for a place in the Palm Springs Cup Race. Having nothing to lose, Roger drove the Simca flat out for a few laps and was within 3 seconds of Michael Graham's best Cad-Allard time—but lost a main bearing in the process and had to slow down and watch Von Neumann go by into fifth place. On the next lap Von Neumann had the worst luck of the day for he ran out of petrol and was completely out of the race. Barlow managed to keep the Simca going to the end of the race and held fifth place.

Don Parkinson, winner of the Palm Springs cup race, with veteran Ralph de Palma.

Parkinson (Jaguar) came in the victor, with Stroppe (V8 M.G.) second. Phil Hill (Jaguar) was third with Bob Path's Mercury Special blowing a tyre on the last lap and limping in for fourth place.

LOUISE BARLOW.

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CORRESPONDENCE

COMING EVENTS

Shadow of Future Shortage

[63844.]—The fact that a number of cars are being sent back from the United States and Canada owing to the financial and hire-purchase restrictions imposed in these countries has led people to think that the export market is drying up, and that just around the corner there are going to be lots of cars for somebody.

The latest export figures for cars and commercial vehicles (for October) put up an all-time record in value, amounting to nearly £11,500,000. It is very refreshing to know that British cars are still in such world-wide demand, and that is why only 80,000 cars will be available for the home market during the next twelve months.

When we bear in mind that the average number of cars registered for the first time in this country in the three years previous to the war was 293,000 a year it shows what a great shortage there will be during the next few years—we can go back to ten years before the war, namely 1929, and find 167,000 new cars were registered in that year.

Plymouth. GEO. WEEKS, Managing Director, Allen's (Plymouth), Ltd.

SMUGGLERS' COAST

Costly Turn-rounds in Cornwall

[63845.]—I was rather amused at the letter [63690] from Mr. K. E. Dadswell regarding the car park racket in Cornwall.

Whilst in England in 1939 I was staying in the Falmouth area and on one occasion drove for about 500 yards down a very narrow road. At the end of it was a field with a sign, "Parking 6d. Turning round 3d." Fortunately it was in the off-season and there was no descendant of the old Cornish wreckers in evidence, so I was able to make a quick turn and save my threepence. After a couple of months' enjoyable vacation in the county, I came to the conclusion that the natives of the Delectable Duchy yield to none in their capacity for turning a quick dollar. A. W. PEAKE.

New York.

SUPPRESSORS

Touchstones to Improved Performance ?

[63846.]—Now that winter is with us again I would like to bring to motorists' attention the report of tests carried out by the United States Signal Corps. The tests were to determine the effect of suppressors in the ignition system and they prove that their addition improves cold-weather starting.

The report was published in *Radio and Television News* of February, 1951 (page 132), and here is a brief synopsis of the report, with the relevant figures.

I own neither car, television nor interests in suppressor manufacturers so I am completely neutral regarding the arguments about the effects of suppressors, but the tests mentioned are very comprehensive and the data may be of interest to motorists.

"Tested on quarter-ton, four by four, truck; mileage 21,335.

"Performance before test, below normal. With no artificial starting aids, such as primers or heaters, the engine started 18 times out of 18 tests at temperatures of minus 30 to minus 40 deg F with resistor-suppressors applied in the spark plugs, distributor, or both, in an average of 57.3 sec cranking time and

CORRESPONDENCE . . . . . continued

at an average of 77 per cent of rated primary voltage during cranking.

"With no resistor-suppressors in the ignition system, the engine started only once (at minus 30 deg F) out of 13 attempts in same temperature range, with an average cranking time of 215 sec and an average of 79.2 per cent of rated primary voltage.

"The principal effect of inserting a resistor-suppressor of approximately 10,000 ohms at the spark plug appeared to be smoothing out the inductive reactance component, allowing the energy stored in the inductance of the secondary to dissipate uninterruptedly through the gap. Nor did suppressors at the distributor outlets, in addition to those at the spark plug, have any apparent effect on starting ability. Shielding on the ignition cables with suppressors in the spark plugs appeared to further improve starting.

"On the basis of these tests Signal Corps engineers have concluded that the effect of resistor-suppressors on the starting ability of engines, even at low temperatures, is beneficial rather than detrimental." L. F. SINFIELD.

Luton, Bedfordshire.

ECONOMY CARS

Flat-twin, Fabric Hood and No Frills

[63847.]—It is with considerable trepidation that a humble motorist of 45 years' driving enters the lists with such a doughty knight as Mr. Alan Hess [63808].

The Austin company no doubt are right in what the public would like to buy, but that is a very different thing from what they can afford to pay.

In these days of austerity there are over ten people who can pay £400 for every one who can pay £500, and as the scale goes down the percentage increases.

In my opinion, the people in the best position to meet the market are Jowett, who have in production an efficient flat-twin engine. They could fit this engine in a light chassis with broad bench seat, fabric body, Cape Cart hood, and cut out all frills such as independent suspension, clock, gauges and so on.

If the weight could be kept down to 12cwt the final gear ratio might be as low as 4 to 1.

This car should be cheap to buy and run, and would, I feel sure, have a large following. J. S. JOHN SMITH.

Banchory, Kincardineshire.

Kit for Home Constructors

[63848.]—Whatever form the ideal specification may take, we are not very likely to see it with conditions in this country as they are today. However, just as a pipe dream, I have long wished for a simply constructed car using a Jowett Bradford engine, mounted at the rear. The body could be, as far as practicable, constructed with rubber panels mounted on a wooden framework. The wings could also be of rubber. The rubber panels could be self-coloured so that painting was not essential. I do not propose to enlarge upon the specification as I am quite sure that better brains than mine could readily suggest a great many alternatives to the use of steel in motor body construction.

A car of this type should be marketed c.k.d. (completely knocked down) so that the price would be the absolute rock-bottom. The purchaser could then get out the instruction book and build the job himself. MAURICE J. JEANES.

Weymouth, Dorset.

Too Much Reliance on Statistics

[63849.]—May I offer a few comments in reply to Mr. Alan Hess [63808] relative to this hardy annual known as "market research"? Mr. Hess appears to subscribe to the view, usually upheld in advertising circles, that market research is a sort of weapon which can be used to silence any kind of criticism or discussion, whether constructive or otherwise. On the other hand it has been whispered, by persons much better qualified to judge than I am, that there is a certain amount of humbug about market research. It has been said, also, that statistics can be made to prove anything, but we hardly have the courage even to whisper such heresies these days.

The new Austin car will, of course, sell (and thereby justify the predictions of the market research pundits) because in a car-starved world people will necessarily buy what they can get. For exactly the same reason a starving man will eat anything which is eatable. And it is, of course, a type of vehicle which would find a market in any case. That does not alter the fact that what millions of people need is a simple vehicle, easily and cheaply maintained by any reasonably intelligent owner, devoid of elaborate bodywork, and readily adaptable to a variety of purposes. It seems that the opportunity to tap a new, world-wide, market has been missed.

I might point out, without wishing to draw any particular moral therefrom, that the success of the Dyna-Panhard, and its derivatives, seems to suggest that it makes very little difference from the market research angle whether a small car has four cylinders or two. JOHN H. AHEARN.

London, W.1.

ODD ODOURS

Clutch Slip Should be Suspected

[63850.]—It is possible that some of the odours reported by readers are the result of clutch slip.

I was puzzled for a long time by a smell of burning when negotiating steep hills on full throttle. Not long ago I had occasion to restart on an unusually steep gradient with a fully loaded car. Initial clutch slip was very evident and it was immediately followed by this odour in a pronounced form. My car is thirteen years old and has never shown signs of clutch failure or necessity for clutch adjustment. W. F. WYATT.

Birmingham.

SIX NOUGHTS

History of the Remarkable Riley

[63851.]—With reference to letter [63814] and the Editor's footnote on my letter [63776], the following explanation may clear any doubt that may have arisen as to the accuracy of the figures stated.

The Riley was for the first fourteen years the property of a large firm of hauliers. It was used in connection with their work for 24 hours per day. Centred in Glasgow it used to leave the city at any time from 7 a.m. to 9 a.m. and return about 5 p.m. The mileage it covered for this period varied from 104½ to 235 miles per day. In the evening it was used for traffic control on southern long-distance haulage, usually Glasgow, Carlisle and back, a matter of 186 miles.

During the war the little Riley did heavy service, as, having a high mileage to the gallon, it was the ideal car for use under rationing. What the daily mileage was during that time I am not in a position to say, having been away from 1941 till 1946. On my return the car was bought for use as a fuel-saver on long-distance hiring. The mileage done at the time of sale was given as over 800,000, and possibly nearer 900,000. A very comprehensive record of maintenance, mileage, petrol consumption, oil and so on was kept by the haulage firm. For a period during the war the daily mileage had not been entered in the records but the records did show that, leaving out this period, it had done 800,000 miles.

In making my claim for 1,000,000 miles I have used this figure (800,000) in order to eliminate any doubt. In the five years I have owned the car, it has averaged 40,000 miles per year. From an interest point of view, mileage per gallon works out at 42.34.

Helensburgh, Dumbartonshire. A. D. WILSON.

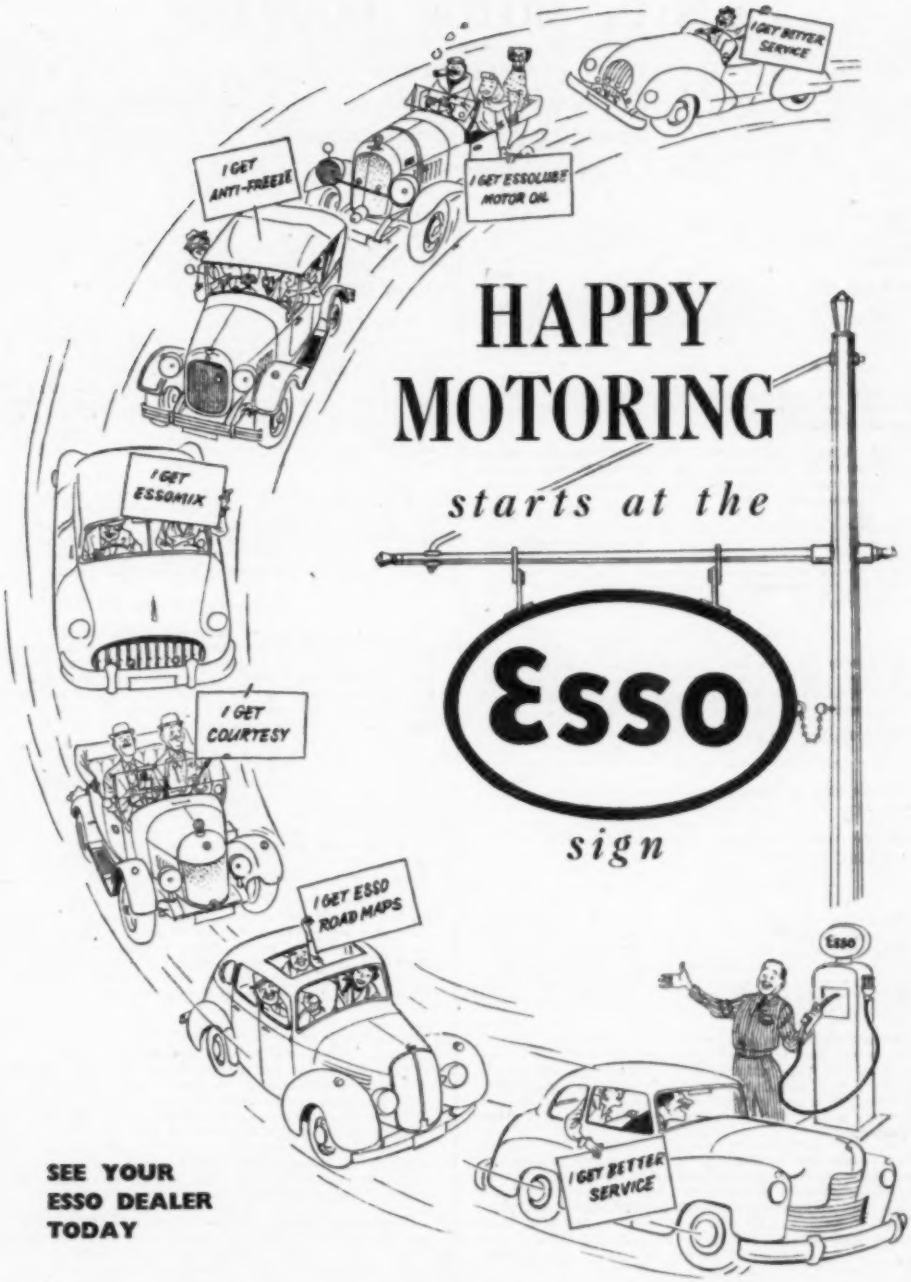
30-98

Reasons for "Mods" in a T.O.S.C. Example

[63852.]—I can never remember having rushed into print before, but I do feel that I must defend Michael Clayton, who prepared the article on my 30-98 Vauxhall (November 2).

First, I think it is rather wonderful that motoring journals' scribes can gather so much information and express themselves so ably, when one considers the number of cars that come their way during the course of their duties, and if certain points in the article are not clear to Mr. V. Hall [63801], I would like to take full responsibility.

Secondly, if Mr. Hall read the article, he saw the photograph of the car, which clearly shows that Rudge wheels are fitted. To the best of my knowledge, however one fits a detachable wheel it usually depends on the hub staying put on the axle shaft and, like the majority of cars, the 30-98 relies on one nut to hold the hub in position, except that on the type of axle I have, the half-shafts are held into the differential bevels by the usual taper and nut. The majority of nuts on my back axle were devoid of thread with the exception of one nut per wheel, so if the hub should come off, complete or without its half-shaft, it



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AUSTIN MOTOR COMPANY

A VERY GOOD YEAR

SUCCESS OF NEW "SEVEN"

EXPORT TURNOVER EXCEEDS £45,000,000

MR. L. P. LORD'S STATEMENT

THE thirty-seventh annual general meeting of The Austin Motor Company, Ltd., was held on December 6 at Longbridge Works, Birmingham, MR. L. P. LORD, the chairman, presiding.

The following is the Chairman's statement:—

A copy of the accounts for the year, including a consolidated balance-sheet and consolidated profit and loss account, was sent to you three weeks ago, together with the report of your directors. I think the accounts are self-explanatory and hope you will consider them satisfactory.

We have had a very good year and I would like to express our thanks and good wishes to all our staffs and workpeople, suppliers and agents.

The directors' report covered the more important items in our operations and finances, but there remain one or two matters to which I think you may wish me to draw your particular attention.

The vexed problem of replacing fixed assets, particularly plant and equipment, at current and continually rising prices still remains. The strain thrown on industry's capital resources by the ever-mounting pressure of inflation and the fantastically heavy taxation of companies' profits gives cause for grave concern.

DISTRIBUTION OF PROFIT

Our profits this year have been high but, as I mentioned before, they have been earned mainly abroad; the Exchequer has benefited by the foreign currency we have brought to England and by its large share of the profit earned.

The following figures will be of interest:

(1) We paid in wages and salaries £9,565,348 gross.

(2) We had to provide for United Kingdom taxation £3,738,033.

(3) We earned from our U.S.A. and Canadian exports $21,671,597.

PRODUCTION

Production and profits so far in the current financial year have been satisfactory. Our lead in the export of cars and commercial vehicles has been maintained. The new Austin "Seven," shown for the first time at Earls Court in October, has been wonderfully received both at home and overseas. Assembly should start in the spring, but this, of course, depends on steel supplies.

Rearmament Programme—I mentioned last year that we were taking over the aeroplane factory at Cofton Hackett, adjoining the Longbridge works. During the last twelve months it has been almost completely filled with machinery, and production has started. For obvious reasons I cannot give you details of the orders we have in hand for the Government.

Extensions—the new final assembly building is complete and the equipment in operation. The whole scheme has proved satisfactory in every way. In another part of the works the installation of an entirely new body paint plant is almost finished, and from this also we expect to gain both in quantity and quality.

EXPORT

We have had a successful year in world markets in spite of increasing difficulties. Our trade exceeded that of the previous year with a total turnover, including U.S.A. and Canada, of over £45,000,000. With Canadian demand most drastically reduced by the crippling credit restrictions imposed by the Dominion Government, and with our most flourishing Australian market imperilled by a shipping crisis, both of which troubles descended on us in full force in the early spring, it is remarkable that we have come through the year so well.

Turning to individual products, the A.70 Hereford and the A.40 sports model, which were introduced at the 1950 Motor Show in London, have proved most successful and the world-wide demand is beyond what we can at present hope to satisfy. The model which has played such an important part in our export achievements is the A.40 saloon, which continues to maintain and consolidate its hold on world markets. Over 62,000 were exported in the year under review and for the nine weeks from April to June 98.5 per cent of our A.40 Devon output went overseas.

The light commercial vehicles, that is those on the A.40 and the A.70 chassis, have proved very successful export products. Over 20,000 were shipped abroad—a 12 per cent increase over last year. In addition we made record shipments of almost 20,000 heavy commercial vehicles and we ended the year, as we began, with a full order book.

PROJECTED VISIT

In my last statement I announced that I hoped to go to Australia and New Zealand early this year, but the visit had to be postponed. However, these are such important markets that I am planning to fulfil my promise of last year and visit both territories early in 1952 to look over the assembly plants and selling organizations and to gather information on the spot regarding future demand.

While, for the reasons already mentioned, results from Canada, and to a lesser degree the U.S.A., have this year proved most disappointing, I believe that both these dollar markets will before long revert, very largely, if not fully, to their previous level. We shall then be prepared to develop them to the utmost and will have available newly acquired showrooms and offices in New York and showrooms and service centre in Toronto which will rank amongst the finest in each of these great commercial capitals.

It would be wrong of me to express easy confidence as to the future of car and commercial vehicle exports. It is already clear that this year will be one of growing difficulties, but we have a range of products of proved success and in the first 17 weeks of the current year the turnover of our exporting subsidiary, the Austin Motor Export Corporation, advanced by 18 per cent over the previous year.

AUSTIN-NUFFIELD MERGER & NEW AUSTIN ISSUE

A notice of this merger was circulated to the shareholders of both companies, and you have also received particulars of the new capital issue of the Austin Motor Company.

In the notice it was stated that stock and shareholders of each company would receive a detailed communication and an offer to exchange their Ordinary stock or shares as soon as all the necessary formalities have been completed. I am afraid that at this early date I have nothing further to report. I am sure you will all agree that the unified control will be beneficial and to the advantages of both companies.

Conclusion—With regard to the next twelve months, we are hoping that our immense programme of production for rearmament will be in addition to our normal output of cars and commercial vehicles for home and export, but if a world upheaval occurs, or the shortage of raw materials becomes more acute, domestic and export production will, of course, be affected.

The report and accounts were adopted. (Advt.)

CORRESPONDENCE . . . . . continued

rather follows that the wheel will come off as well; I am sorry if we did not make this clear.

With regard to the installation of a four-star differential assembly, I do not think it is a bad thing to increase the factor of safety in the transmission, especially if one hopes to extract a little extra b.h.p. from the engine. After all, if an engine should blow up, one hopes to take the clutch out and get away with it, but if the transmission jams through any breakage, things usually get more exciting and I do not like the "provision of weak links" anywhere on a car. The modification may be unnecessary but the four-star differential was favoured by such a high authority as W. O. Bentley on the 4½-litre—perhaps I may be forgiven?

With regard to the clutch, to save your valuable space I will not enter into a technical argument as to its beautifully soft action, but I think I am right in saying that a number of most successful Vauxhalls now in use in competition are fitted with either Ford, or Borg and Beck, clutches, and although I ran the car with its original clutch, graphite and all, I would certainly never change my Borg and Beck for the original.

As to the torque rod, may I thank your contributor for the tip? I have to find out yet whether this "pain in the neck" will hit me in the pants, since, owing to a suitable stop which I have included, it cannot go down and dig into the road.

The description of the engine is perfectly correct in Michael Clayton's article; I have the other bottom half to prove it, but cannot succeed in obtaining the tandem-driven dynamo, so that is the bit which is "out," and, incidentally, out of the way of the petrol dripping from the carburettor.

Finally, with regard to that very essential ignition-throttle control, I think Mr. Hall may notice that on the majority of cars used for speed events, the steering wheel face is perfectly clear of obstructions and excrescences which might impede arm movement in the event of an emergency; this is one of the reasons for scrapping the original Vauxhall arrangement. But the essential controls are, nevertheless, retained within easy reach.

Farnham, Surrey. R. N. WELLINGTON.

CROSSINGS

Initial Zone on the Pavement ?

[63853.]—When drivers do not stop for pedestrians waiting to cross on the new-type crossing, it is often the result of the pedestrians not having indicated clearly enough their wish to cross by stepping down on to the roadway. This is owing to nervousness and is very understandable.

This difficulty could be overcome by extending the crossing on to the pavement to the extent of one white oblong only. It would rapidly be accepted by drivers that a person standing on this extension was already on the crossing and therefore entitled to priority, and they would act accordingly.

Thornton Heath, Surrey. M. H. LAWSON.

[But what about crowded pavements?—ED.]

LIGHTS IN FOG

New Use for Sun-glasses

[63854.]—Now that the annual correspondence concerning driving in fog is in progress, I wonder if any of your readers have tried driving wearing sun-glasses in daytime fog. This is not as silly as it sounds as there is some relief from glare and objects seem to stand out in greater contrast. Of course, it is common experience that cloud formations stand out more strongly when viewed through sun-glasses. I have found green-tinted glasses more effective than either blue or amber.

I do not think this scheme would be effective at night owing to the very much smaller amount of light available.

London, N.W.11. D. GOWER.

Dipped Head Lamps for Preference

[63855.]—May I make a reply to the criticisms of my letter regarding lighting in fog made by Mr. I. N. Way [63794]?

It seems to me that whether a vehicle with side and tail lights on is more visible in fog than one without is open to a lot of controversy. As a motorist and a cyclist I have found that in really thick fog the shape of the vehicle and its side lights tend to be seen simultaneously, and this is particularly true of modern side lights of small diameter, and practically always true of all tail lights.

However, I am in complete agreement with Mr. Way in advocating the use of dipped head lamps or fog lamps, as these certainly do aid visibility of vehicles, but I still maintain that side and tail lights are very nearly useless.

I am quite willing to believe that some people are able to see lights before the vehicle but surely this is an individual characteristic. T. J. AUSTIN.

Nottingham.

[Official bodies have also reported that side and tail lamps only are of no great value, but that dipped head lamps are.—ED.]

UR

Evidence of the Lost Tribes

[63856.]—In *The Autocar*, that Cleopatra of technical journals, I read that Michael Brown journeys through France to Spain (November 30) and finds Villeneuve-des-Escaldes with the village of Ur near by, and he indulges in some speculation as to whether he has found "Ur-of-the-Chaldees."

Nothing to do with motoring, this kind of thing, but fascinating none the less, and may I be permitted to speculate also?

Is it not a fact that after the second captivity of the Children of Israel certain tribes disappeared without trace? Conceding that point—is it beyond the bounds of possibility that some of these "lost" tribesmen worked their way, in the course of years perhaps, across Egypt-Libya-Tripoli-Morocco-Spain and over the Pyrenees and founded a town which they called "The new town of the Chaldees," i.e., Villeneuve-des-Escaldes, and others settled near by and named their settlement Ur?

Perhaps some reader knowing far more than I can ever hope to about this subject might be prepared to elaborate the theme.

Swanage, Dorset. JAMES R. N. DUNCAN.

I.R.S.

Trend Towards Additional Complication

[63857.]—I have been reading the articles in *The Autocar* on independent rear suspension with horror. Are cars not elaborate enough—do tyres on i.f.s. not wear out soon enough, without introducing this extra complication?

Why cannot we have more front-wheel drive cars? The motoring Press seems to agree that, in the medium-priced field at any rate, two of the best cars for steering and road-holding, especially on greasy surfaces, are the Citroen and the Dyna Panhard.

Those of us who own post-war cars with their weight distribution of 55 per cent front, 45 per cent rear, know that, unless there are passengers in the back seats, they are extremely hard to control on slippery roads. Surely the two chief disadvantages of f.w.d. cars are the heavy steering at low speeds and the fact that they are not very suitable for towing trailers or caravans. The first can be cured by power-assisted steering and the second hardly matters. R. E. THOMPSON.

Belfast.

De Dion Suspension

[63858.]—I was exceedingly interested in the review of Mr. Donald Bastow's Paper, which appeared in your issue of November 23.

Being the owner of a car fitted with the de Dion system of rear suspension I was distressed to see how unfavourably it compares with the fully independent types, at least on paper.

However, being heartened in the knowledge that the majority of racing cars are fitted with the de Dion system—one famous make even going to the trouble of changing from fully independent suspension half-way through the season—I venture to ask if anyone has enumerated these apparently latent advantages?

I await any suggestions with interest, and trepidation lest the system of my choice should be proved less satisfactory.

Tunbridge Wells, Kent. JOHN MEW.

Not Unfamiliar in France

[63859.]—The article entitled "I.R.S.—the Unfamiliar" (November 23) needs as an addition of the two words "in England" to make it correct. The biggest production job in France—more than 400 per day—and incidentally the cheapest, has independent suspension all round. Further, the Renault company is now laying down a plant for a new model intended to come

CORRESPONDENCE . . . . . continued

off the line at the rate of 250 per day by the middle of next year, and this car will also have i.r.s. Evidently, so far as this firm is concerned, independent rear suspension has gone far beyond the experimental stage.

In 1938 *The Autocar* published a series of articles by myself describing a journey from Paris to Cairo, Jerusalem, Damascus, Baghdad, Constantinople and across the Balkans to London. The car also had independent rear suspension and it gave no trouble whatsoever.

One has the impression that certain engineers set out to do pioneer work on problems which have long been solved by others. With independent rear suspension so much practical work has been done that it seems superfluous to call in M.I.R.A. as a co-ordinating body. Surely a research organization such as this can do more useful work than evolving a suspension system which has already given satisfaction on nearly half a million vehicles. W. F. BRADLEY.

Paris.

DRIVING POSITION

Lock to Lock Possibilities

[63860.]—Surely the reason why Grand Prix drivers sit well back from the wheel is because this is the only position in which it is possible to go from lock to lock without altering the position of the hands on the wheel—a pre-requisite of perfect control.

Weston-super-Mare, Somerset. G. B.

"On Top of the Job"

[63861.]—Other things being equal, I find that by sitting right up to the wheel one has a sense of being more on top of the job. In a modern car with bench-type front seat this position may feel cramped since the elbows are not able to move beyond the line of the back.

Perhaps the reason why G.P. drivers sit back is that in this position they are better able to "sense" the movement of the rear wheels. Alternatively, it may be that they prefer to sit a little farther from the accident! A. C. JENNINGS.

Derby.

Reasons for Sitting Back

[63862.]—I am not a racing driver, but as an enthusiastic sports car owner I heartily endorse the "sit back" driving position. I feel much more part of the car and far more sensitive to the breakaway point of tyres and tarmac when driving round a fast bend; possibly this is because one's spine is nearer the back wheels.

Secondly, have correspondents [63810] and [63811] tried turning the steering wheel from lock to lock without moving the hands from the normal holding position on the rim? When in the close-up position one is all elbows, wrists and too much body.

When in the "sit back" position, with arms nearly straight, it is possible to cover far more lock with the high-geared steering of sports and racing cars without undue discomfort.

I would imagine that in G.P. racing it is essential to have the "sit back" hold when correcting slides on fast corners rather than having to move the hands round the rim to obtain more corrective lock and then having the hands in the wrong position to get back again—especially when sliding all over the track at 100 m.p.h.

I find, also, that blood circulation to the hands is far better with the arms nearly straight than with elbows bent, and one is able to "steer with the spine."

I suggest that the plane of the steering wheel should be almost vertical and that the arms should be comfortably straight when either hand is at t.d.c. on the steering wheel. If the pedals are too far away, fit wooden blocks on them. G. R. C. JOHNSON.

Cheam, Surrey.

ENCOMPASSED

Bad Influences on the Car Instrument

[63863.]—Perhaps, as a mariner, I am in a position to make some observations on the complaint, by Mr. Reece Winstone [63789], of his inability to obtain a replacement of his car compass.

It must be realized that a magnetic compass fitted permanently to a car is next to useless for its primary purpose—that of giving the driver a direction. Cars, being made of steel or similar ferrous materials, are one mass of small magnetic influences acquired in the manufacture of the metal of which they are constructed and also—more particularly—in their fabrication into a completed car. Furthermore, all horizontal beams, such as the fore and aft sections which form part of the chassis, have an induced magnetism whose intensity, constantly changing, depends mainly upon the angle they hold with the magnetic meridian. The presence in the forepart of a car of several small electro-magnetic instruments is another problem as, even when not in use, all these items have a considerable residual magnetism which must exert a considerable disturbance and it is unreasonable to expect a compass to be anything like reliable under all these attractions or repulsions.

Carry a compass by all means, but let it be of the pocket type so that it can be taken away from the car when a reading is required. Do not forget, however, that the direction given by the needle of a *magnetic* compass is that of the *magnetic* meridian and this does not coincide with the *true* north or the north pole of the earth's axis. In Europe this error is a deflection to the westward whose amount can be ascertained by referring to the Admiralty chart of the curves of magnetic variation. Consequently to steer true north it would be necessary to steer to the right of the indication of a magnetic compass by the amount of this variation. E. L. W. EVANS

Cardigan. (Foreign-going Shipmaster).

M.C.C. RALLY

Excellent Organization on the Whole

[63864.]—Whilst agreeing with some of the comments expressed in your issue of November 16 in "The Sport," regarding the *Daily Express* Rally, I do feel that the general organization as a whole was first-class. All controls were efficiently organized, the tests were enthusiastically manned and the general reception and procedure at Hastings were worthy of hearty congratulations.

As a competitor I thoroughly enjoyed myself from start to finish and can only hope that the M.C.C., in conjunction with the *Daily Express*, will continue to provide sport of this nature.

NORMAN QUICK.

Cheadle, Cheshire.

Only a Single Error in the Whole Event

[63865.]—As one of the very many competitors in the recent *Daily Express* Rally organized by the Motor Cycling Club I should like to take this opportunity of expressing very considerable appreciation from a competitor's point of view of the arrangements made. I feel that it is all very well to express severe criticism, but I am not at all sure that the criticism of the rally in your usually excellent journal was altogether justified.

It was most unfortunate that one error was made which had such resounding effects, but despite this, surely very much credit must be given for the otherwise excellent organization.

Sheffield, 10. J. M. TEW.

[It must be recalled that only the one error and its effects were criticised; it was made clear that the Rally as a whole was an undoubted success.—ED.]

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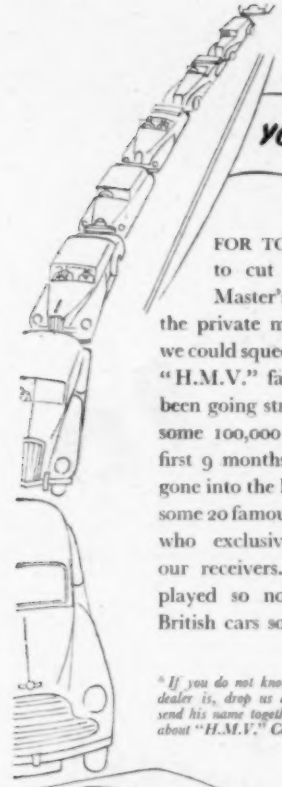
GOOD NEWS FOR THE PRIVATE MOTORIST



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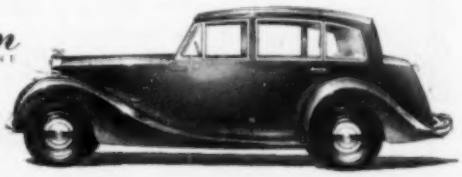

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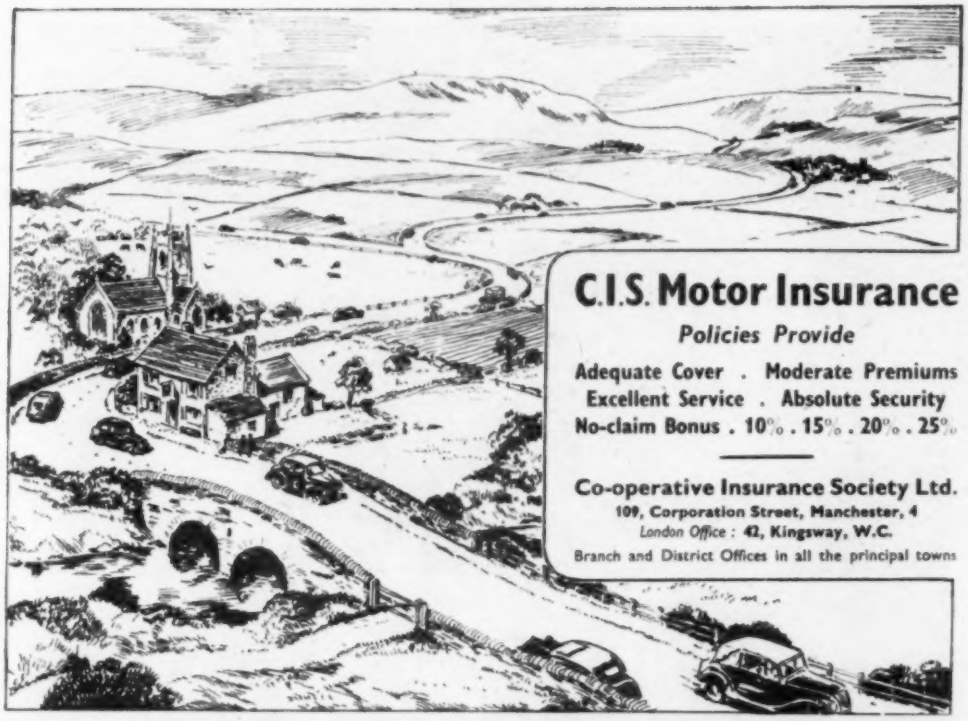
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An easy opening on a grassy slope for the Chase Trophy trial. The H.R.G. of G. A. Lewis starts the climb.

Chase Trophy

MIXED EVENT FOR SPORTS AND TRIALS CARS

BRIGHT periods with an intensely drying east wind balanced fierce rain squalls during the Shenstone and District C.C. trial in Cannock Chase on December 9. A good deal of emphasis was placed on the special tests, one, a timed dash round a greasy figure of eight on the flat floor of a quarry, being generally enjoyed; the other was an orthodox manœuvring test. In the first, J. E. de Blaquiere (Atkinson 1,225 c.c.) was remarkably fast, at 18 sec being faster by four seconds than the best of the Dellows and H.R.G.s. He was quickest in the second test, too, and on Seven Springs Hill—a dash up a steep heathland slope—was so fast that he became airborne, making a forced landing, still at full bore, on a neighbouring and quite unusable airstrip.

The hills used for the trial were Hints (a gentle slope, followed by a steeper slope of virgin prairie grass, rippling in the wind); Clewly's, a steep and sticky dash with a corner on the approach (only R. B. Lowe and the presful de Blaquiere climbed it); Hazelslade, a long climb in four sections up a fairly easy slope of moorland; Satnall, a climb by the side of a quarry where twin pits of earth and round stones prevented the sports cars from leaving the strictly enforced starting line (some were aground aft); Scotswell, a medium-class hill where seven failed; and Ashby's Gulley.

It was growing colder and wetter when the competitors, prefaced by a tremendous rain squall, tackled this last muddy lane and only five climbed clean—R. B. Lowe and Mrs. Lowe, both in Dellows, J. Deeley (Cranford), G. Prindall (Dellow) and A. H. Shipley (Austin-Ford).

The day was about right for the specials, and rather tough for the sports cars which constituted about a third of the entry. A drive along the bed of a stream for some way brought the entry to the main roads and tea, so that all, for once, in one sense finished clean. The club has a good terrain in Cannock Chase, which offers considerable variety.

PROVISIONAL RESULTS

Chase Trophy: Dellow 1,172 c.c. (R. B. Lowe).
Ruxeley Bowl (best in non-winning class, in this case sports cars), Singer 972 (N. Lawrence).
Committee Cup (improvement on last year's marks, same car and driver) Dellow (G. Grindall).
First-class awards (specials): Atkinson 1,225 (J. E. de Blaquiere); Dellow 1,172 (Mrs. R. B. Lowe); Dellow (L. J. Tracey). **Sports cars:** H.R.G. 1,496 (G. A. Lewis).
Second-class awards (specials): Cranford 1,512 (J. Deeley); Wharton 1,190 (A. M. Beardshaw); Morris 1,172 (J. S. Jenkins). **Sports cars:** H.R.G. (J. W. Fowler).

Scrutineers at the start used a braked roller machine to check that there were no locked differentials about. The score was, happily, O.

SCOTS GALA

THE vote of all concerned was that the Gala Trial run by the Scottish Centre of the M.G. Car Club on December 2 was good. The day was fine but the various surfaces were real Scotch broth, and even the Dellows of Bill Lamb and Peter Goodall needed all the skill of those master craftsmen to collect the points.

The watersplash at the bottom of Currie Inn made an ideal introduction to the day's doings, but though competitors may still be removing mud from their earholes everyone made a clean climb with the exception of R. F. Mackenzie (M.G.). Tractor Lane sent wheels spinning and passengers bouncing but did not prove a stopper. Its fellow-hill, Detractor Lane, made up for it as no one got to the top, although G. C. Mainland (M.G.) made a very gallant effort. The combined hills of Hot House and Burn House proved just a bit much for J. L. Murray (Murmor Spl) and Torquham was the hill that sorted them out. Only Bill Lamb (Dellow) managed full marks; "Willum" Stewart (Ford Spl), who is reckoned among Scotland's best trialists, had wheels spinning just at the quarter-mark.

There was a stream flowing down the middle of the path through Chapel Wood, and a nasty little hairpin bend. Between the two they defied the most capable competitors and even Peter Goodall (Dellow) had to be satisfied with 15 marks for this one. The observed hill, Dobie's Grave, came next and fastest climb of the day came from Bill Watson (Ford Spl), but as that was the hill where the slowest climb was the one that got most marks, a nice little bit of meandering on the final stretch gave the pennant to J. L. Murray (Murmor Spl).

Three competitors failed on Gattonside and competitors hared for Galashiels for a final driving test. Best performance amid the pylons came from Bill Lamb; Peter Goodall suffered from a lapse of memory and only a sudden dig in his ribs from his wife reminded him that motoring rapidly forward was very nice indeed but, actually, dear husband, we should be reversing at this point.

RESULTS

Premier Award. Dellow (W. J. Lamb), 167 marks; **Premier Award Class One.** Dellow (P. M. Goodall), 160; **First-class Award.** Ford Spl (W. H. Watson), 154; **Second-class Award.** Stalcoak (N. A. Kennedy), 147.

Special **Gibson Award** for Best Performance by an M.G., G. C. Mainland.

"Among those present"—at the M.M.E.C. dinner last week. The group includes C. Murray Austin, Stewart Forrest, Reg and Betty Parnell, and E. J. Moor.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

ONE of the most important winter events has just taken place: the regulations for next year's Le Mans 24-hour race have been issued. Eagerly awaited, these all-important edicts are read and reread so many times by interested parties between December and June that there must be those who could repeat practically the whole thing from memory.

Now, for 1952 the race will be run on June 14 and 15 (4 p.m. to 4 p.m.) and there will as usual be the three races in one; first, the general classification on distance covered, second, the classification by the index of performance (in other words, the handicap event), which also forms the qualifying event for the biennial cup for 1952-53, and third, the final of the 1951-52 biennial cup, for which entrants must have qualified in this year's race. But there is an important change in the regulations for next year's biennial cup, which will be open only to official entries from manufacturers—in short, works teams. Private entries will still, of course, be eligible for the first and second classifications, that is to say, the annual cups. The cars entered must be genuine production types of which at least fifty examples have been built; prototypes may be entered, however, on certain conditions and subject to acceptance by the race committee.

The fuel to be used in 1952 will have an octane rating of 90; two alternative specifications are given, the first being pure petrol, the second *ternaire*—that is, petrol-alcohol-benzole in the proportions 75—15—10 per cent respectively. Diesel fuel is no longer included, so it seems that the Delettrez will compete no more.

The index of performance—in other words, the formula on which the handicap is evaluated—has been altered slightly for next year; the new formula for the minimum distance which must be covered by cars in the 24 hours to qualify for the following year's biennial cup is as follows:—

$$D = 3{,}225 \times \frac{C}{C+300}$$

where D is the required distance in kilometres and C the cubic capacity of the engine in c.c. This alteration has the effect of raising all the minimum distances, those for the smaller cars slightly more than those for the larger cars.

Anyway there are the main alterations; I shall have more to say on their effects and implications later on.

THE Dewar Challenge Trophy, which is awarded annually for the most outstanding engineering and technical achievement during the year, has this year been awarded by the R.A.C. to Jaguar Cars, Ltd., in recognition of their competition achievements. In events run under the competition rules of the R.A.C., Jaguars have this year won the Tourist Trophy race; made the best performance in the International Rally of Great Britain; occupied the first four places in the B.R.D.C. Silverstone Production Car Race, and broken the International Class C One Hour record at Montlhéry at an average speed of 131.83 m.p.h.

The R.A.C. desires also to record its recognition of the following successes which have been achieved by Jaguar cars in Continental events:—first place in the Le Mans 24-hour race; tied for first place in the International Alpine Rally; first and second places in the Tulip Rally; the first four places in the Rallye Soleil; first and second places in the Liége-Rome-Liége Rally, and first place in the Production Car Race at Spa.

Set down in sequence like this, the Jaguar record for 1951 is truly formidable, and no praise can be too great for the achievements of this remarkable British car. It is good to know that official works Jaguar entries will be made in the principal sports car races in the 1952 calendar.

TOMORROW comes the fourth annual R.A.C. Trials Championship, for which the country's principal trials drivers have been striving to qualify all through the year. Thirty-five of them have succeeded, and will sally forth at 10 a.m. on Saturday to do battle with the course specially selected for them in Montgomeryshire; the start is from the King's Head Hotel at Meifod, about seven miles north-west of Welshpool. Ken Wharton, who has won the previous three events in this series, is not competing this year; last week he had a minor operation, but it is hoped that he will be out and about again in time to act as a steward of this year's event, and he has had some-

THE MAN AT THE WHEEL

Don Parker

The first appearance of lightweight Don Parker in car events was in 1948, when he competed in various speed trials and hill-climbs at the wheel of a 3½-litre Jaguar 100. This only whetted his appetite, and in the following year he appeared at the helm of a "five-hundred"; to wit, the Parker-C.F.S., built in conjunction with the late C. F. Smith. With this car the run of Parker successes began; the car itself was extremely light, Don weighs only eight stone ten, the J.A.P. engine was very reliable—and there is the recipe.

In 1950 Don continued to race the same car, but it had now been completely rebuilt by himself during the winter season and in consequence was renamed the Parker Special. The amazing thing about the car's consistent performance on all types of circuit was that Don rarely did anything to the engine, and never altered the engine sprocket and therefore the gear ratios; yet he scored wins and places on circuits as widely different as Silverstone and Monte Carlo.

For 1951, the familiar maroon colour was seen on a new J.B.S., still, however, powered by the faithful J.A.P. engine, or its close

relative. With this car, against the fiercest opposition from all the "double-knocker" Norton users, Parker has scored in this past season no fewer than 45 places in 500 c.c. events! Next year—who knows? Don Parker, now 43 years old but livelier than many people half his age, runs a motor and general engineering business in the South London district of Battersea; married, he has both a son and a daughter, the former already grown up—and bigger than his father.

thing to do with the selection of the route, which should therefore be especially good.

The route comprises two loops of approximately ten miles each, and each loop must be covered twice by each competitor. There will also be a special test to sort out any ties, should they occur. This should be a terrific event, extremely keenly contested, with an entry of proved quality. Here are the names of the contestants, divided into the regions which they represent:—

North, J. W. Fleetwood, J. Clegg, A. M. Beardshaw, W. L. T. Winder, T. C. Harrison, E. Harrison, J. D. Sleeman, A. W. Francis, C. Corbishley, C. R. Hardman, J. R. Preston, A. W. Lilley, K. R. Bailey, A. J. Lilley, G. P. Mosby, M. Wilde, R. W. Phillips; **South**, A. G. Imhof, K. R. O. Burgess, H. Hopkinson, R. W. Faulkner, R. Sinclair-Sweeney, G. Pentony, C. E. Crump, W. H. Waring, R. O. Spence, D. W. Price, A. E. Rumfitt, E. J. Chandler, M. H. Lawson, A. A. Baring; **Scotland**, W. K. Stewart, W. J. Lamb, J. E. Wilson, P. M. Goodall.

There are this year no representatives of Ulster. The only large-engined car is Alec Francis' Mercury-H.R.G., while the other favoured power units are M.G. (1), Austin (1), Javelin (2), Vauxhall (4) and Ford Ten (26).

ON Thursday evening of last week the West Essex C.C. foregathered in force at the Royal Forest Hotel in Chingford for its annual dinner and dance, which went with a considerable swing from start to finish. There were over 400 people present—all nice types, needless to say—the speeches were short and not too many in number, the dancing was of a very high standard to a very good band, and last but not least, there was the Royal Forest Grand Prix. Now, this was really something; four of the country's leading drivers (Tony Crook, Dennis Poore, Stirling Moss and Dick Jacobs), competing against one another over several laps of the dance floor—on fairy cycles. Stirling promptly broke two bicycles through over-use of the leaden right foot (the pedals snapped), while the bumping and boring that went on had to be seen to be believed. There was also a mechanics' race, and best of all—in some ways—a ladies' race; much of this was recorded for posterity by being filmed, and very revealing it is in the cold light of day.

As may well be imagined, this was a Very Good Party.

WHEN the Midland Motor Enthusiasts' Club meets, whether it be at a sporting event or their annual dinner, there is a good deal of enthusiasm displayed, as is only natural. Over 100 members and guests were present at the annual dinner at the Imperial Hotel, Birmingham, on December 6, when Harold Hastings proposed the toast of the club and reviewed its inception during the war years when all that enthusiasts could do was to meet to "swap lies."

Chairman Stewart Forrest defined the aim of the club as giving "the ordinary chap with the ordinary car a chance to compete in events which do not wreck chassis." Colleague Douglas Clease, Midland Editor, proposed the toast of "the Sport" and G. C. Dix raised the thorny questions of competition licences and the 300-mile limit for rallies.

The season's awards were then presented by Mrs. Reg Parnell. An excellent film show followed and much hilarity was caused by the B.R.D.C. films of pre-1914 events, after which the Esso colour films of the more important of this year's events were shown. J. A. C.

COMING SHORTLY

DECEMBER 14.—B.R.D.C. Annual dinner and dance and presentation of awards, Savoy Hotel, London, W.C.2. 7.30 for 8 p.m.

14.—Aston Martin O.C. Social meeting, Lamb and Flag, James Street, Oxford Street, London, W.1, 6.30 onwards.

14.—Nottingham S.C.C. Annual dance, Nottingham Palais de Danse, Nottingham.

15.—**R.A.C. Trials Championship, Wales.**

15.—British Trials Drivers' Association. Annual dinner, Lion Hotel, Shrewsbury.

16.—Fiat 500 Club. Christmas luncheon run, starting from the White City Stadium, Western Avenue corner, London, W.12, 11.30 a.m.

16.—Alvis O.C. (Midland Section.) Meeting, Falcon Hotel, Bridgnorth, Shropshire, 12 noon.

16.—West Hants and Dorset C.C. Christmas Challenge Cup Trial, starting from the St. Leonards Hotel, Ringwood-Ferndown Road, Hampshire, 11 a.m.

16.—North London Enthusiasts' C.C. Christmas Trial, starting from Shelpley Hill, Buckinghamshire, 10 a.m.

18.—A.C. Owners' Club. Meeting, Barley Mow, Horseferry Road, London, S.W.1, during evening.

18.—B.A.R.C. Dinner-dance, Hyde Park Hotel, Knightsbridge, London, S.W.1, 7 for 7.30 p.m.

19.—Aston Martin O.C. Christmas prize-giving party, Cock Tavern, Fleet Street, London, E.C.4, 7 for 8 p.m.

20.—Cemian M.C. Christmas party, The Gloucester, Sloane Street, London, S.W.1, 6 p.m.

22.—N London Enthusiasts' C.C. Christmas party for children, Hendon Hall, 3 p.m.

22.—Sheffield and Hallamshire M.C. Christmas party for children, Church Hall, Ecclesall, Sheffield.

22.—Bristol M.C. and L.C.C. Trial, Bristol.

23.—Sheffield and Hallamshire M.C. Trial.

23.—Kentish Border C.C. Driving Tests, Kent.

CLUB NEWS

Hagley and D. L.C.C.—Perfect weather favoured the Shropshire Trial, which started from the Lyttelton Arms, Hagley, Worcestershire, on Sunday morning, December 2; 39 competitors covered the 46-mile course, which provided a stiff test of both car and driver. The results are as follows: **Whittington Cup (super-sports cars):** Sleeman 1,172 (J. D. Sleeman). **Grove Cup (sports cars):** Ford Spl 3,966 (J. Toogood). **Sidaway Cup (saloon cars):** Ford 1,172 (J. W. Cox). **Jet Cup** (750 c.c.): Austin 747 (J. D. Hollingsworth). **Novice's award:** Austin 747 (M. C. H. Lea). **First-class awards:** Oliver 1,172 (L. J. Oliver); Cranford 1,512 (J. Deeley); Singer 972 (N. Lawrence), Austin A.40 Sports (R. W. Horton). **Second-class awards:** Atkinson 1,225 (P. Atkinson), Dellow 1,172 (P. Reynolds), Stanniford 1,172 (G. B. Johnson).

Nottingham S.C.C.—Best outright performance in the night navigation trial on November 24-25 was put up by D. F. Ryder in a 1½-litre M.G. Starting in pouring rain from the Trent Embankment, Nottingham, under the astonished stare of two mobile policemen ("Who's nuts around here?" one was heard to remark) over 50 cars covered the route, which lay through Leicestershire, Nottinghamshire and Derbyshire, before the finish at 4 a.m. Other award winners were M.G. (D. Smith); Morris Eight saloon (A. Kerr), Armstrong Siddeley saloon (G. J. Churchman).

Derek Truman's sound films filled two houses on December 2 at the Nottingham News Theatre. Highlights of a good programme included shots of Gillie Tyrer in and out of skids at Gamston, and a film of the Sheffield and Hallamshire M.C.'s Derbyshire High Peak Trial.

Plymouth M.C.—The only relatively easy hill in the combined Turnbull saloon and Marina special car trials, on December 2, was called Lady Virtuous, and was climbed by each of the 21 competitors. Mount Pleasant had to be abandoned, Moor Lane, with its grassy bend, was very slippery—only A. L. Chard, in his Ford, managed to make a clean climb—and Alston defeated all but five, R. Barton, in his 1926 Cowley two-seater, put up a fine performance. The

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CLUB NEWS . . . . . continued

event finished under head lamps. A. L. Chard won both the Marina and Turnbull trophies. Runners-up for these two awards were P. H. Read (M.G.) and G. H. Turnbull (Vauxhall Wyvern), respectively.

N. Midland M.C.—The Autumn Sporting Trial on December 2 started from the Devonshire Arms Hotel, Baslow, Derbyshire, and after tackling a course which was damp enough to be interesting, the 33 competitors and their crews returned there to an excellent meal and film show, the latter provided by F. E. Needham. Results of the trial are as follows: **1, Members' Trophy:** Austin Spl (R. W. Phillips); **2, Committee Cup:** Ford Spl (G. P. Mosby); **3, Club Cup:** Bailey Spl (K. R. Bailey); **Souvenir awards:** 4, Underwood (W. Underwood); 5, G.R.H. (J. W. Fleetwood); 6, Wharton (A. M. Beardshaw); 7, Phœnix (P. Clay). **Norton team trophy:** J. Clegg, K. R. Bailey, W. Underwood.

M.G. Car Club (S.W. Centre).—Entries for the Cecil Kimber Trophy Trial, to be run on Boxing Day, should reach M. D. King, The Fosse Way, Stow-on-the-Wold, Gloucestershire, not later than Wednesday, December 19. Invited clubs are: Bristol M.C. and L.C.C., Taunton, N.W. London, Sunbac, W. Hants and Dorset, and the Cheltenham M.C. Start and finish of the event will be at the Mile 3 Roadhouse, Bishopsworth, Bristol, on the main Bristol-Bridgwater road; starting time will be 12 noon.

N. London Enthusiasts' C.C.—Members and their friends are invited to bring their children to a Christmas party on December 22, which will be held from 3 until 5.30 p.m. at Hendon Hall. Tickets are 5s each for children, and additional (less elaborate) refreshment will be available for parents. Those wishing to buy tickets should apply to J. A. Hobbs, 67, Loom Lane, Radlett, Hertfordshire.

IN BRIEF

An informal dinner party will be held on Monday, December 17, at Frascati's Restaurant, London, to mark the retirement at the end of the year of Miss J. L. McNicol, who has been secretary to Vanden Plas (England) 1923, Ltd., since the formation of the present company. Those present will be the firm's resident directors, senior members of the staff and all employees who have been with the company for the past twelve years.

The United Dominions Trust has acquired the Laystall Engineering Co., Ltd., whose chairman, Mr. F. R. G. Spikins, met with a fatal accident this year. The new chairman is Mr. J. Gibson Jarvie, and Mr. P. M. Gray and Mr. C. A. Neale have joined the board. The existing management will remain unchanged.

The Austin Motor Co. (Canada) Ltd. has taken over Austin Ontario Motors, Ltd., of Church Street, Toronto. It is a particularly fine showroom and service centre which now additionally houses the Austin sales and advertising headquarters for Canada.

Leslie Matthews and Co., of 95, Bristol Street, Birmingham, 5, have acquired Cranmore Brothers, Ltd., Hagley Road, Edgbaston. The head office and showrooms remain in Bristol Street but all services are now available under one roof at Hagley Road.

Visitors at a trade preview held at Wright's Motors (Hertfordshire), Ltd., last week, were able to inspect the new Lynwood living caravan, the Paramount Ace 22. This is an improved version of the existing Ace 22.

The death is announced with regret of Mr. J. S. Tropman, F.C.A., chairman of Modern Machine Tools, Ltd., of Coventry.

INFORMATION SOUGHT

No. 16118. 1936 Adler Triumph.
"J.A.N."—All possible details on engine and transmission maintenance.

No. 16119. Wolseley Hornet Special.
"D.C.M."—Hints on tuning, details of gear box and engine, also a handbook.

No. 16120. 1932 F-type M.G. Magna.
"S.F."—General information, maintenance hints and a handbook.

No. 16121. 1935-36 Alvis Silver Eagle.
"R.L.W."—Any available information and a handbook.

No. 16122. 1937 Le Mans Singer.
"P.A."—All possible details and a handbook.

No. 16123. 1931 Wolseley Hornet.
"L.B."—General information and a handbook.

No. 16124. 1936 Lanchester Fourteen.
"G.A.E."—Maintenance hints and a handbook.

No. 16125. 1938 B.S.A. Scout.
"T.H.P."—Maintenance tips, general information, and a handbook.

No. 16126. 1939 Rover Twelve.
"N.K."—All possible information and a handbook.

No. 16127. 1936 10.8 h.p. Triumph Gloria.
"F.W."—General information and a handbook.

No. 16128. 1937 Lanchester Eleven.
"G.E.J."—Details on maintenance; also handbook.

No. 16129. From Eight to Four Cylinders.
"R.G.C."—Hints and tips on reducing a 30 h.p. Ford V8 to a 15 h.p. model.

No. 16130. 1938 24 h.p. Autovia-Riley.
"E.G."—Any available information and a handbook for the V-Eight model.

No. 16131. 1937 10.8 h.p. Triumph Gloria.
"J.E.S."—Any available information and a handbook.

No. 16132. 1938 D.K.W.
"F.G.C."—All possible details, maintenance hints and a handbook.

No. 16133. 1933 Riley Twelve-Six.
"R.C.S."—General information and a handbook.

No. 16134. 1932 15 h.p. Armstrong Siddeley.
"A.K.W."—Hints on maintenance, also a handbook and details of lighting system.

No. 16135. P4 Diesel Engine.
"E.P.B."—Suitable chassis types to take a Perkins diesel engine.

No. 16136. 1939 25 h.p. Wolseley.
"G.H.A.C."—Hints and tips on maintenance and also a handbook.

No. 16137. 1935 12 h.p. S.S.II.
"S.F.E."—General information and a handbook.

No. 16138. 1938 8 h.p. Jowett.
"T.M.R."—Maintenance hints and a handbook.

No. 16139. Handbooks Required.
"W."—1936 Studebaker Dictator.
"F.T.M."—1932 Triumph Super Nine.
"J.P.B."—1939 25 h.p. Vauxhall.
"I.W.L."—1937 Standard Nine workshop manual.
"J.B."—1935 Austin Seven.
"H.J.R."—1933 17.9 h.p. Singer.
"S.R."—1937 Morris Eight.
"D.W.K."—1932 Morris Family Eight.
"R.D.E."—1933 Austin Sixteen.
"J.A.C.H."—1932 F-type M.G. Magna; also wiring diagram.
"G.W."—1936 Lanchester Fourteen workshop manual.
"D.P."—1931 30-40 h.p. Daimler.
"T.B."—1938 Rover Fourteen.
"S.A.B."—1946 Standard Eight.
"L.A.N."—1936-37 Type 200 18.2 h.p. Mercedes-Benz. 1933-34 Alvis Firefly.
"I.G.N."—1936 12 h.p. Wolseley Hornet.

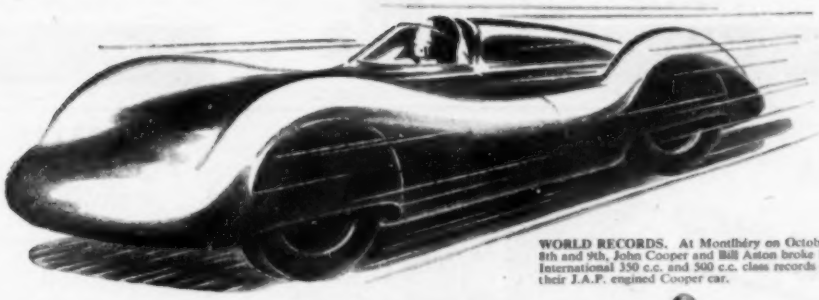
Another year of Castrol successes

Pictured here are a few of the many Castrol 1951 successes

BRANDS HATCH. D. H. R. Gray (Cooper-J.A.P.) in action during one of the two Daily Telegraph International Trophy Races won by him.

LE MANS. The Porsche driven by Veuillet & Mouche, which won the 1,100 c.c. class in this famous 24 hr. race. Castrol lubricated Porsche cars also won the International Rallies at Wiesbaden and Travemunde.

(*on left*) **ALPINE TRIAL.** The combination of Ian Appleyard and Jaguar XK 120 again won the unlimited class in the Alpine Trial and a coveted Alpine Cup. Premier awards were also gained in the Tulip and R.A.C. International Rallies.



WORLD RECORDS. At Montlhéry on October 8th and 9th, John Cooper and Bill Aston broke 12 International 350 c.c. and 500 c.c. class records in their J.A.P. engined Cooper car.

TARGA FLORIO. A Frazer-Nash driven by Franco Cortese won this gruelling 350 mile race—the first British car ever to win this event.

R.A.C. TOURIST TROPHY. F. R. Gerard in his Frazer-Nash. This car won the 2-litre class and gained third place in the general classification, only being beaten by cars of much larger capacity.

(*on right*) **MILLE MIGLIA.** The Cisitalia, driven by P. and G. Musitelli, which won the 1,100 c.c. Fast Closed car class in this strenuous 1,000 miles race. Castrol users obtained 5 first places in other classes.

MANX CUP. C. G. H. Dunham cornering in his Alvis, which won the Manx Cup.

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M.G. 1½ Litre Saloon, registered September 1950, 9,000 miles, finished in Maroon with red leather.
M.G. 1½ Litre Saloon, registered September 1950, 10,000 miles, finished in Almond Green with beige leather.
M.G. TD Midget, registered April 1950, 12,800 miles, finished in green. This car is fitted with a Marshall Blower and a 4.8 ratio axle. Full length tonneau cover and many extras.
FORD Prefect Saloon, registered October 1950, 5,000 miles, finished in Black.

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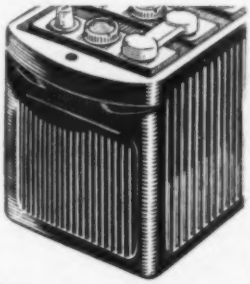

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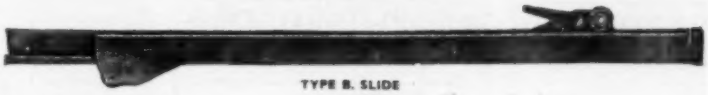

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'49 FORD V8 Pilot sln., 17,000 m. Ch. 2 from £945
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'39 FORD 8 Anglia sln. Exceptional £350
'39 HILLMAN Minx 10 sln. Recond. eng. £399
'39 HUMBER Super Snipe. Good condition £439
'38 FORD 10 Sun sln. Recond. eng. £299
'38 MORRIS 8 4-seater tourer £255
'37 OPEL 12 Cadet sln. Reconditioned £215
'31 BOND Minicar 197 c.c. 1,000 m. As new £295

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'48 STANDARD 14 sln. Choice of 2 from £725
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'48 FORD Prefect sln. Good condition £625
'48 STANDARD 8 sln. Ch. 2 from £525
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'47 WOLSELEY 8 sln. Recond. engine £575
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'46 HUMBER Hawk 14 sln. Ch. 2 from £969
'46 AUSTIN 16 sln. Ch. 2 from £639
'46 FORD Prefect sln. Low mlge. 1 owner £595
'46 STANDARD 12 sln. Excellent condition £595
'46 MORRIS 10 saloon £745
'46 AUSTIN 8 sln. 1 owner £435
'46 FORD 8 Anglia sln. Ch. 3 £435
'40 HILLMAN Minx 10 Touring sln. 1 owner £429
'39 FORD Prefect sln. Good condition £319
'39 MORRIS 8 sln. Ch. 2 £339
'38 DAIMLER 17 sln. Low mlge £999
'37 HUMBER Pullman sln. Good condition £579
'37 OPEL 12 Cadet sln. Good condition £245
'36 MORGAN Three Wheeler. Lthr. uphol £199
'30 MORGAN Three Wheeler. 1 owner £289

★ Terms over 10-18-24 months.
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1937 (Feb) 25/30 BARKER owner driver saloon. One owner. £1,400
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1947 FORD 8 h.p. Anglia saloon, colour black with green leathercloth upholstery. Fitted heater, very nice car.
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1948 (Reg. January) FORD 8 h.p. Anglia saloon, colour black with brown leather cloth upholstery, immaculate car.
1949 FORD 8 h.p. Anglia saloon, fitted loose covers, reconditioned engine, recently fitted. A really first class car.
1949 (Reg. September) FORD 10 h.p. Prefect saloon, colour black with brown leather upholstery, in perfect mechanical condition.
1950 FORD 10 h.p. Prefect saloon, colour green with cloth upholstery, 16,000 miles, very clean car.

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1949 MORRIS Minor saloon, maroon, one owner, extras £835
1948 JAVELIN saloon, golden sand, beige leather, loose covers, rebuilt engine £1,025
1947 VAUXHALL 10 h.p. saloon, black, one owner, taxed £745
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1947 FORD Prefect £565
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1946 MORRIS 10 de luxe saloon £465
1939 ROVER 16 sports saloon £895

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1937 AUSTIN 10 Cambridge saloon, excellent cond. £595
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1934 DAIMLER 15 sportsman saloon, spectacular £345
1947 FORD Prefect saloon, leather £595
1938 Ford 8 saloon, choice of five from £395
1935 FORD 10 4-door saloon, leather £215
1939 HILLMAN 10 de Luxe saloon, black £595
1937 MORRIS 10 4-door saloon £395
1932 RILEY 9, grey saloon, very well kept £195
1937 ROVER 12 saloon, choice of two from £495
1940 SINGER 10 drophead coupe £395
1950 STANDARD 8 saloon £475
1939 STANDARD 12 saloon, choice of two from £345
1939 STANDARD 8 saloon, choice of two £275
1939 STANDARD 9 saloon £395
1937 STANDARD Flying 12 saloon, good condition £295
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1951 (Reg.) WOLSELEY 10 saloon, excellent cond. £625

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1950 **JAGUAR** Mark V 3½-litre saloon, 8,000 miles.
1950 **MORRIS** Minor saloon, 11,000 miles.
1949 **MORRIS** Oxford, 11,000 miles.
1950 **STANDARD** Vanguard, 6,000 miles.
1950 **STANDARD** Vanguard, 12,000 miles.
1949 **STANDARD** Vanguard, 14,000 miles.
1950 **TRIUMPH** Mayflower, 4,000 miles.
1950 **TRIUMPH** Renown, 4,000 miles.
1950 **TRIUMPH** Renown, 14,000 miles.

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London Buying Office :
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1950	**MORRIS** Oxford 8h. Super	£995
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1947	**SINGER** 10 8h. Two cars	£630 & £585
1947	**VAUXHALL** 14 8h. Very sound	£725
1939	**MORRIS** 10 8h. Recon. eng. Recell.	£480
1940	**VAUXHALL** 10 8h. Recon. Eng. Radio	£455
1939	**FORD** 8 8h. Recon. eng. Exceptional	£395
1939	**STANDARD** 8 8h. Very sound	£345
1938	**VAUXHALL** handsome d.h. Coupe	£385
1938	**MORRIS** 8 8h. Nice order	£290
1938	Model **STANDARD** 8. New engine	£275

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1949/50	**FORD** Prefects from	£785
1948	**FORD** Pilot saloon, radio, heater	£845
1949	**STANDARD VANGUARD**, grey, radio, heater	£950
1950	**VAUXHALL** Velox, green, one owner	£1,050
1946	**FORDSON** 5-cwt. van, black	£335

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SERVICE STATION:
MIDDLESEX MEWS, CLEVELAND ST., W.1.
Tel. MUS. 1808, 8274. OPEN DAY AND NIGHT.

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1950	**STANDARD** Vanguard saloon	£975
1950	**STANDARD** Vanguard saloon	£1,095
1949	**MORRIS** Minor saloon	£735
1949	**STANDARD** Vanguard sal. de luxe	£875
1949	**VAUXHALL** Velox saloon	£865
1946	**STANDARD** 14 h.p. sal. de luxe	£625
1946	**SUN-TALBOT** 10 h.p. D/h frame	£695
1946	**FORD** Anglia saloon	£485
1946	**ROVER** 12 h.p. sports saloon	£895
1939	**ROVER** 16 h.p. saloon de luxe	£650
1939	**DAIMLER** 2½-litre saloon de luxe	£795
1939	**DAIMLER** 2½-litre saloon de luxe	£735
1938	**ROVER** 16 h.p. saloon de luxe	£595
1939	**WOLSELEY** 14 h.p. saloon de luxe	£565
1939	**STANDARD** 8 saloon	£365
1937	**LANCHESTER** 14 h.p. sal. d/h.	£450
1936	**ROVER** 12 saloon de luxe	£375
1936	**AUSTIN** 10 saloon de luxe	£395

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1946	**AUSTIN** 8 saloon	£625
1949	**AUSTIN** A.40 Devon	£950
1939	**DAIMLER** 2½-litre	£625
1946	**FORD** Anglia	£445
1950	**FORD** Prefect	£650
1948	**STANDARD** 12 coupe	£795
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All in excellent condition.
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50 GUARANTEED Used CARS Always In Stock

A FEW QUOTED BELOW.

1939 VAUXHALL 14 4-door de luxe saloon	£495
1936 RILEY 9 Merlin 4-door sun saloon	£295
1946 (late) M.G. T.C. 2-seater, red beige	£595
1948 ARMSTRONG SIDDELEY Typhoon sports sal	£975
1936 MORRIS 8 2-door sun saloon	£295
1937 HILLMAN Minx 4-door de Luxe saloon	£315
1939 HILLMAN Minx 4-door d.t. saloon	£465
1946 (Dec.) FORD Prefect 4-door saloon	£595
1936 STANDARD 10 4-door de Luxe saloon	£295
1949 TRIUMPH 2000 razor edge saloon	£995
1947 (August) STANDARD 8 2-door de Luxe sal	£545

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951/961 GARRATT LANE TOOTING S.W.17

SELECTED GUARANTEED USED CARS

1946 ARMSTRONG SIDDELEY Lancaster saloon, choice of two	£875–£995
1948 AUSTIN 16 saloon	£995
1948 CITROËN light 15	£995
1949 DODGE "Coronet" saloon, R.H.D.	£2,500
1947 FORD Sedan de Luxe, L.H.D.	£1,075
1947 HUMBER Super Snipe saloon, L.H.D.	£795
1947 HUMBER Mark saloon, L.H.D.	£995
1939 HUMBER Super Snipe saloon	£495
1948 JOWETT Javelin de Luxe saloon, radio and heater	£995
1950 MORRIS Minor tourer	£825
1949/50 MORRIS Six saloon, radio and heater	£1,275
1948 MORRIS 10 saloon	£795
1947 M.G. T.C. sports	£675
1948 2½-litre RILEY saloon	£1,275
1946 ROVER 16 saloon, £10 tax	£1,050
1946 STANDARD 8 drophead coupe	£550
1947 STANDARD 14 drophead coupe	£775
1948 STANDARD 14 drophead coupe	£875
1949/50 STANDARD VANGUARD saloon	£1,095
1947 STUDEBAKER Champion saloon, L.H.D.	£1,750
1947 TRIUMPH "1800" Razor Edge saloon	£995
1948/49 VAUXHALL Wyvern saloon, 9,000 miles only	£895

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1947 FORD Anglia saloon, black, fitted hose covers	£505
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1939 MORRIS 10 de luxe saloon, excellent order throughout	£500
1938 STANDARD 8 saloon, maroon, brown leather, beautiful specimen	£385
1939 M.G. T.A. 2-seater sports, metallic grey, reconditioned engine, attractive performance	£465
1938 WOLSELEY 14 saloon, black with green leather, very nice throughout	£485

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First Regd. 1946 MORRIS Utility 10 h.p.	£485 0 0
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or 30 monthly instalments of	£17 19 0
1938 MORRIS 8 h.p. saloon	£350 0 0
or 30 monthly instalments of	£14 2 4
1937 HILLMAN Minx 10 h.p. saloon	£325 0 0
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1937 FIAT 500 conv. saloon	£345 0 0
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1936 STANDARD 12 h.p. saloon	£365 0 0
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1935 AUSTIN 12 h.p. saloon	£275 0 0
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1935 HILLMAN 10 h.p. saloon	£275 0 0
or 30 monthly instalments of	£11 1 10

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HAMPSTEAD 6941 (10 lines)

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Greenford, Middlesex

Telephone: WAXLOW 1191

1949 (September) JAVELIN, green, 6,000 miles, unused 18 months, radio, heater	£1,050
1947 (August) AUSTIN 8 de Luxe, black, 15,000 miles	£650
1947 (February) de FORD Anglia, covers made, 12,000 miles	£505
1946 (January) FORD Prefect, blue, cloth, bargain at	£585
1948 (August) FORD Prefect, green, a specimen	£665
1946 (November) STANDARD 12 saloon, black red, as new	£675
1939 RILEY 12, 6 light saloon, black	£475
1938 FORD 8 saloon, black, new tyres	£325
1937 MORRIS 10, black, red	£325
1937 STANDARD 12 saloon, black, red	£350
1937 (March) CHRYSLER Kew saloon, radio, exceptional	£325
1937 (March) STUDEBAKER Dictator, brown, brown interior	£295

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Prices £295-£650. All with 3 mths. guarantee. Descriptive List and copy of Motor/Autocar road test report on request.

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1939 MORRIS 10 Saloon	£475
1947 FORD Prefect Saloon	£595
1947 STANDARD 12 Coupe	£795
1948 ROVER 16 Saloon	£1,225
1948 DAIMLER 2½ litre Saloon	£1,595
1949 VAUXHALL Velox Saloon	£950
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High Grade Used Cars with Six Months Guarantee

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1950 **HILLMAN MINX** Phase IV Saloon, 6,000 miles £1,115
1949 **HUMBER HAWK** Saloon, radio, heater, 7,000 miles £1,425
1949 **HUMBER** Super Snipe Saloon, heater, 12,000 miles £1,350
1948 **JAGUAR** 3½-litre Drophead Coupe, radio, heater, 16,000 miles £1,495
1947 **M.G.** T.C. 2-seater, 13,000 miles £750
1950 **MORRIS** Minor Saloon, 6,000 mile £875
1949 **MORRIS** Minor Tourer Saloon, 9,000 miles £755
1950 **RENAULT** Saloon, 8,000 miles £795
1950 **RILEY** 1½-litre Saloon, 12,000 miles £1,495
1949 **RILEY** 2½-litre Saloon, radio £1,325
1950 **ROLLS-ROYCE** 25/30 h.p. Foursome Coupe by Gurney Nutting, 9,000 miles £5,950
1950 **ROVER** "75" P.4 Saloon, radio, heater, 6,000 miles £1,995
1950 **STANDARD** Vanguard Saloon, radio, heater, 4,000 miles £1,195
1950 **SUNBEAM TALBOT** "80" Saloon, 6,000 miles £1,175
1950/51 **TRIUMPH** Mayflower Saloon, 10,000 miles £1,065
1950 **TRIUMPH** Renown Saloon, heater, 5,000 miles £1,415
1949/50 **VAUXHALL** Wyvern Saloon, heater, 12,000 miles £1,015
1950 **VAUXHALL** Velox Saloon, 6,000 miles £1,195

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Telephone: EUSton 1212

16, UXBRIDGE ROAD, EALING, W.5
Telephone: EALing 6717

GLOUCESTER HOUSE
150, Park Lane, London, W.1
Telephone: GROsvenor 3434

WELSH HARP, EDGWARE ROAD, LONDON, N.W.9
Telephone: HENdon 6500

The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

1948 A.C., grey w... blue leather upholstery, moderate mileage, superb condition; £1,295.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [8780

1950 A.C. 2-litre saloon, fawn, perfect condition; £1,295.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129 [7729

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. 1948 A.C. saloon, silver grey, one careful owner, Fram oil filter, heater, etc.; exchanges, terms. [9539

1934 (Nov.) A.C. 2-litre 16 60 2-door sliding roof 4-seater sports saloon, with rear opening luggage boot, one owner since new, maintained by makers, mechanically sound throughout, finished in green with green leather, this car is in magnificent condition; must be seen and tried to appreciate this specimen car; £325.

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Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 530. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4403. [9631

ALLARD

CAR MART, Ltd.

1950-51 Allard 2-door saloon, 9,000 miles; £1,245.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8697

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LATEST 1949 drop head coupe 4-seater Allard, Burgundy red with red leather, 20,000 miles, heater, two spotlamps, reversing light, windscreen spray and every fitting for comfortable, safe and fast all-season motoring, 5 new tyres, tools, instruction book, one of the best coupes we have had in stock; £895.—Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [9423

ADLARDS MOTORS, Ltd. See our advertisement on page 46. [0276

1948 (March) Allard drop head coupe, black, in perfect order; £825.—Wimbush & Co., Ltd., Abbey 6696 [8059

ALLARD coupe 1949, one owner, small mileage, immaculate condition.—Full details from Duchesne, Wimborne. Tel. Wimborne 109. [9226

1950 (November) Allard sports saloon, black, brown leather upholstery, 1,720 miles; £1,375.—Haskins, Ladbroke 1155 [4180

1948 Allard saloon, green, works reconditioned engine, extras, immac. condition; £850.—Penn Garage (W/Ton), Ltd., Penn Terminus, Wolverhampton. Tel. 36737 [1068

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. 1951 (Free of covenant) Allard saloon, black, red hide, radio, heater, 11,000 miles; exchanges, terms. [9542

ALLARD

1947 Allard 2-seater sports tourer, £10 tax, red with red leather upholstery, brand new hood, 20,000 miles, bodywork immaculate, mechanically perfect, tyres good, spare unused, very fine performance; no reasonable offer refused, can be seen London.—A. Lewis, 8 Arcadian, Fort Hill, Margate. Thanet 20636. [9281

Allard Cars Wanted

BARTLETT, the Allard buyers.—27a, Pembridge Villas, W 11. Bayswater 0523. [9583

Allard Spares and Service

ALLARD MOTOR Co., Ltd., Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

BRISTOL STREET MOTORS, Ltd.

MAIN Ford Dealers, 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service; distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire; trade enquiries invited. [0109

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6451.

ENCON COACHWORKS, of Fulham, 9 Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

ALVIS

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

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ALVIS

DICKS.

1934 Alvis 12hp drop head foursome coupe, fitted manual gear box, just resprayed, including modified hood; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9 [8653

BROOKLANDS for individuality.

ALVIS distributors; new 3-litre for demonstration.

1947—1950 Alvis 14hp cars from £1,050.

1950 Alvis 14hp sports 2-str.

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1949 Alvis 14hp Tickford coupe.

1948 Alvis 14hp saloon.

1948 Alvis 14hp Tickford coupe.

1948 Alvis 14hp utility, special interior finish

ALVIS cars examined and approved by makers.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [9466

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Alvis 14hp saloon, black with cherry red leather, a perfect example, as new; £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8919

GORDON CARS (LONDON) Ltd., 1950 Alvis 14hp saloon; £1,475

GORDON CARS (LONDON) Ltd., 1949 Alvis, 14hp saloon; £1,395

GORDON CARS (LONDON) Ltd., 1949 Alvis, 14hp coupe, £1,395.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9496

1936 Alvis 16.9 saloon, £250.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [8094

1938 Alvis Silver Crest 17hp saloon, very good order, comfortable 5-seater; £325.—Box 5615. [8584

ALVIS, 1937 Speed 25 Charlesworth saloon, completely reconditioned and in superb condition throughout; any trial; £500.—Box 5629. [8908

1949 Alvis 14 sports saloon, 28,000 miles, immaculate; £1,050.—Wokingham Motor Co., Finchampstead Rd., Wokingham 380. [9446

1938 Alvis Silver Crest saloon 4-door 16hp recent overhaul at works; £495.—Auto-Sales, 76, Albert Rd., Southsea 4098. [9597

1937 Alvis 20 sports saloon, recent overhaul, absolutely exceptional condition, radio, etc.; £560.—Parrish, 80, Stafford Rd., E.7. Gra. 0800. [9598

1949 Alvis 14 saloon, green, fawn upholstery, 11,000 miles, as new, taxed, magnificent specimen; £1,425.—Lucas, Rutherford Rd., Maghull, Liverpool. [9899

4.3-litre V.D.P. 4-door pillarless Alvis saloon, recent engine overhaul.—Potter & Richards, Kensington 6955 or write Richards, 62, Princes Gate Mews, S.W.7. [8926

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080); and 176 Deansgate, Manchester (Tel. Deansgate 4507) [0389

1938 Alvis sports saloon, grey, brown leather, fast car, 20hp, re-registered November, 1951, £10 tax, most attractive lines; £450.—Metcalfe & Mundy, Adam & Eve Mews, Kensington, W.8. Wes. 4795. [9632

895 gns.—Alvis 14, 1947, 4-door sports saloon, black, sliding head, fawn leather, radio, Windtone horns, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9794

ALTON GARAGE, the Alvis people.—£695, 1947 14hp utility, private licence; £495, Speed 25 fitted 7-seater limousine body; £450, 1937 17 Silver Crest sports saloon; £425, Speed 20 Mayfair sports saloon; £425, Speed 20 Charlesworth sports saloon; £365, 17 touring saloon, very clean; £325, 17 saloon; £295, Speed 20 V.D.P. sports saloon, and many others

WE have a selection of 12hp models available from as low as £80—even these can be purchased on hire purchase without formality.—Alton Garage, 17/19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [9858

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS Silver Crest 16.95, reg. Sept., 1938 immaculate throughout, engine recently reconditioned, well shod, any inspection, wind horns, H.M.V. radio; £600; o.n.o.—Cooke, Fleece Hotel, Colchester. Tel. 203311. [9208

PRIVATE owner having taken delivery of new 3-litre Alvis requests offers for 1938 Alvis 12-70 drop head coupe owned by him since new, green with blue upholstery, total mileage only 48,700, whole car overhauled mechanically, new hood fitted and body resprayed by Alvis, Ltd., at cost of over £200, appearance is absolutely as new.—60, Newton Drive, Blackpool. [9852

CAMDEN MOTORS.—Alvis Speed 25 special sportsman's saloon, 1937, original black finish with dark blue leather, interior in particularly nice order, especially potent twin carb engine giving car almost unbelievable high standard of performance, innumerable extras and special items of equipment, P.100s twin Lucas Biflex passlights, Luvax shock absorbers with dash control, special thermostat gauge, rev counter, remote control synchromatic gear change, dual horns, etc., a car for the connoisseur who must have performance plus; £495.

CAMDEN MOTORS.—Alvis special Speed 20 sports saloon with the very attractive hand-built Charlesworth bodywork, 1934 model, but appearance and condition very much in advance of its year, beautiful low lines and stylish finish in deep maroon, with fawn leather upholstery, coachwork and interior in really outstanding condition, remote control synchromatic gears, independent front wheel suspension, stoneguards, discs, dual passlights and horns, magnificent performance with light but positive steering, powerful braking and superb road holding, excellent tyres; £345.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9771

Alvis Cars Wanted

R

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949—50 Alvis; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

ALVIS Speed 20 or 25, 4-seater tourer, 1936/8, for private purchaser.—Box 5655. [9108

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9518

S. F. ERSKINE & SONS, Alvis distributors of Woking invite details of late models for disposal.—Woking 330. [0697

CHARLES FOLLETT, Ltd., buy good late model cars. —18, Berkeley St., W.1. May. 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin Ltd., Weston Park, and 94, Eden St. Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories.

1947 r.h.d. Buick 51 Super with extras, very clean car.

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated head, fitted with heater.

LATE type Oldsmobile 4-door saloon, hydramatic drive.

1949 Plymouth 4-door saloon, fitted with heater and seat covers.

1951 Studebaker Champion, fitted with all accessories.

1948 Studebaker Commander, electrically operated hood, all accessories.

SIMPSON'S MOTORS (Wembley) Ltd. (American Car Specialists). Wembley 8691-2. [8431

CAMDEN MOTORS, offer the following post-war American cars, all guaranteed in writing:—

1946 Buick Roadmaster 6-seater saloon, regd. July 1947, all extras.

1949 Buick Roadmaster series 70 drop head coupe, electric hood and windows, screenwash.

1949 Buick Super 8 6-seater saloon, with latest type dynoflow drive.

1947 Chevrolet right-hand drive Fleetmaster 6-seater saloon, immaculate order.

1947 Ford Mercury V.8 6-seater saloon, right-hand drive model, new whitewalls.

1949 Ford Custom V.8 6-seater drop head coupe (convertible), overdrive, etc.

1947 Mercury 8 6-seater drop head coupe convertible, all extras, small mileage.

1949 Mercury 8 6-seater drop head coupe convertible, electric hood, overdrive.

1948 Packard Super 8 6-seater saloon, overdrive and all extras.

1946 Oldsmobile Dynamic 6 series 76 saloon, regd. July 1948, hydramatic drive.

1948 Pontiac Streamliner 8 6-seater saloon, 4-door model, hydramatic drive.

1948 Pontiac Streamliner 6 de luxe saloon, also with hydramatic drive.

FOR details and prices of above see under respective classifications, or phone, write or call

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [9770

SIDNEY MARCUS, Ltd.

1947 Buick 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.

1950 Chevrolet de luxe saloon, low mileage, as new; choice of two.

SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5386

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

£265.—1937 24hp Chrysler saloon, radio, etc.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [9493

FORD super de luxe Customs built, r.h.d., 1947, 24,742 miles, one owner, chauffeur kept, black, leather upholstery, incomparable condition in every possible way; £1,050, or will exchange with cash adjustment either way for smaller drop head; English, American or Continental or pre-war Rolls.—Transport Manager, Simmons, Croydon 1537. [9690

American Cars Wanted

S M

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models American Cars. Wembley 8691-2. [0347

SIDNEY MARCUS, Ltd.,

BIGGEST buyers of American cars.

URGENTLY require post-war American cars.—33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1507

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models American cars. Tel. Wembley 8691-2. [0476

ARMSTRONG SIDDELEY

CAR MART, Ltd.

1950 Armstrong Siddeley 18hp Whitley saloon, heater, 6,000 miles; £1,695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8698

W. J. BROWN, Ltd.

1949 Armstrong Lancaster saloon, black, brown leather, radio; £1,145.

W. J. BROWN, Ltd., main Ford dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [9857

NORMAN AUTOS offer:—

1939 Armstrong 25 7-seater division saloon, in immaculate condition; £425.—354, London Rd., West Croydon. Thornton Heath 4657. [8990

ELITE MOTORS offer:—

1948 Armstrong Siddeley Typhoon sports saloon, black cellulosed with brown leather interior, fitted with radio, heater, exceptionally well maintained vehicle, very attractive appearance; £975.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [9745

BROOKLANDS for Individuality.

1949 Armstrong Siddeley Lancaster saloon, black, serviced by makers.

103, New Bond St., London, W.1. Mayfair 8351/6. [7886

CHARLES FOLLETT, Ltd., offer:—

1950 Armstrong Siddeley 18hp Typhoon, blue, radio, 16,000 miles, good condition throughout; £1,525.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [9689

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (September) Armstrong Siddeley Hurricane drop head coupe, genuine, 12,000 miles; £1,450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7871

1940 Armstrong 16 saloon; £475.—Roys Autos, Ltd., Euston 2700. [9764

GORDON CARS (LONDON) Ltd., 1950 Armstrong Hurricane Coupe; £1,475.

GORDON CARS (LONDON) Ltd., 1948 Armstrong Typhoon saloon; £395.

GORDON CARS (LONDON) Ltd., 1947 Armstrong Hurricane Coupe; £875.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9500

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition; £1,075.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [7543

1937 Armstrong Siddeley 17hp, black, red leather upholstery, very nice motor; reasonable price; £195.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [1086

£765.—1947 (Sept.) Armstrong Siddeley Hurricane coupe, one owner, fitted radio and heater, excellent condition, black, brown leather.

VICTORIA MOTORS, 32, Long Millgate (opposite Victoria Station), Manchester, 3. Blackfriars 1549. [8738

GATEHOUSE offer 1938 Armstrong Siddeley 17 saloon, black, excellent condition; £425.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9581

1946 Armstrong Siddeley Hurricane drop head coupe, blue with blue leather upholstery, radio, heater, fog lamp, etc., recellulosed, new hood; £800.

H. CANNON, Ltd., Whitefield Place, Bradford. Tel. Bradford 41288. [9184

CASS'S MOTOR MART.—1939 Armstrong Siddeley 16hp saloon, black, brown hide, genuine 23,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110. [8662

NAYLOR & ROOT, Ltd., 1949 Armstrong Typhoon saloon, beige, brown hide, one very careful owner, any trial; £1,295, six months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [9947

ARMSTRONG SIDDELEY 14hp saloon, 1937, black/brown hide, £164 makers overhaul 8,000 miles ago, two owners only, superb condition throughout; £455.—J. Davy. Western 9641. [9407

PRIVATELY owned 1934 20hp limousine, F.F. occ., seating three, immaculate bodywork, extras, new batteries, recent overhaul; £275.—M. P., 34, Selsdon Rd., S. Croydon. Cro. 6812. [9165

£199.—1936 Armstrong 17 de luxe saloon, black, hide interior, very clean condition, unrepeatable bargain; taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9000

ARMSTRONG SIDDELEY Special 1938 26hp, ex. condition, radio, over £150 spent overhaul and improvements, 5-6-seater, bargain; £375.—Bailey, 64, Aldermanbury, E.C.2. Monarch 5879. [9879

ARCHIE SIMONS & Co. Ltd., 1949 Armstrong Siddeley Typhoon saloon, colour black, manual gear change, nominal mileage, one owner, faultless throughout; £1,075.—94, Gt. Portland St., W.1. Lan. 1343. [9656

1949 Armstrong Typhoon, green with fawn leather interior, preselector gear box in 1,950 showroom condition; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9700

CAMDEN MOTORS.—Armstrong Siddeley 16hp Lancaster 4-door saloon de luxe 1947 (June), immaculately finished in grey with blue leather interior, very carefully and sparsely used by one owner, maintained solely by distributors, exceptional opportunity; £925.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Hurricane drop head foursome coupe, 1949 (May), most attractively finished in black with blue hide interior, fitted heater and passlights, etc., manual synchromesh gears, nominal mileage, almost indistinguishable from new; £1,095.

FOR selection of Armstrong Siddeley limousines see our special advert. on page 46 in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. [9774

950gns.—Armstrong Siddeley, May 1947, Lancaster 4-door saloon, black, sliding head, brown leather and cloth upholstery, radio, heater, small mileage, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9795

A & S Limousine 1938/25hp, partition, widest occasionals, black, exceptional condition, engine overhauled.

1939 17hp Limousine, widest occasionals, partition, black. Seen:—

ALPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8396

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9517

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0801

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0365

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cam and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0802

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1996

ASTON MARTIN

CAMDEN MOTORS.

£795.—Aston Martin 2-litre 4-door sports saloon, 1939, a genuine opportunity to purchase an excellent example of this rare series, serviced and equipped almost regardless of cost by previous owner including complete engine reconditioning (rebore, flange liners, reground crankshaft, main and big ends remetalled) with major overhaul to steering, brakes, cooling system, suspension, etc., special features include Redex "Car-Care" robot with perfomance gauges, etc., Tygan loose covers, built-in radio, magnificent performance which must appeal to the most critically minded sporting enthusiast.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. [9775

BROOKLANDS for Individuality

ASTON MARTIN distributors: new 2.6-litre for demonstration.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [4548

1931 International 2-4-seater, exceptionally good mechanical condition; £225.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [8722

ASTON MARTIN 1932 12hp saloon, Bertelli, completely overhauled, new tyres.—Pinger, 73, Balmoral Drive, Denton, Manchester. [9109

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

FOR sale, Aston Martin 1949 DB1 drop head coupe, 16,000 miles; price £1,975.—Apply, John M. MacDonald, Ltd., 17, Queensgate, Inverness. [9653

ASTON MARTIN 2-litre short chassis 2/4-seater sports, in really first-class mechanical condition, coachwork perfect, new hood, tonneau cover, red, tyres all nearly new; £725.

PARADE MOTORS (MITCHAM), Ltd., 6-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [9983

Aston Martin Cars Wanted

ASTON MARTIN sports 4-seater.—Particulars and photograph to BM/DONSAL, W.C.1. [9912

CASH immediately for good Aston Martin.—H. F. Edwards, 28, Upper High St. Epsom 9400. [9528

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS Ltd

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUSTIN SEVEN

B. J. HUNTER, Ltd., offer:—

1939 Austin 7 saloon, choice of three; from £300.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9712

1934 Austin 7 saloon, excellent runner, good tyres; £145.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 3333. [9624

DROP head foursome coupe Austin 7, believed original; £245.

1939 Austin 7 saloon, unusually good, main agent's overhaul; £325.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [9192

1938 Austin Big 7, beautiful condition; £2??.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7487

£285.—1938 Austin Big 7 4-door de luxe saloon, blue, perfect condition.—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2695/6. [9750

225 gns.—Austin 7, 1937 model Ruby de luxe saloon, dark blue, sliding head, blue leather, good Dunlop tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9796

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT

B. J. HUNTER, Ltd., offer:—

1947 Austin 8 saloon, one owner; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9711

KENTISH & THOMSON Ltd

1947 Austin 8 saloon, black, 27,000 miles, good condition throughout; £550.

564—566, Wickham Rd., Shirley, Croydon. Springpark 3477 [8731

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 8 4-door saloon, blue, brown leather upholstery, immaculate condition.—Below.

1939 Austin 8 2-door saloon, black, red leather upholstery, very good condition.—Swiss Cottage, Finchley Rd., N.W.3. [9414

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1946 Austin 8 4-door saloon; £565.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [9974

1946 Austin 8 saloon; £475.—Roys Autos, Ltd., Euston 2700. [9765

1940 Austin 8 4-door de luxe saloon, outstanding condition; £445, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1091

1947 Austin 8 4-door saloon, excellent condition; £575.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [9416

AUSTIN 8 tourer 1939, one owner, in beautiful condition; £365.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9695

1947 (Aug.) Austin 8 4-door saloon, l/h drive, only 22,000 miles in beautiful condition inside and out, excellent tyres, new spare, this car has not been out of the country, outstanding value; £525.—Pantiles Service Garage, London Rd., Guildford 5326. [9330

Austin Eight Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A 8 new, post-war Austin 8 required.—Fortune, 38, Cambridge Rd. E.11 Tulse Hill 1288 (day). [0723

CASH buyers of low mileage Austin 8s distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN TEN

CARR BROS. offer:—

1946 Austin 10hp, 29,000 miles, mechanically perfect, immaculate, black cellulose, interior very clean, excellent tyres, £675.

CARR BROS. GARAGES, Ltd., 21, Soho Square, W.1. Gerrard 1262. [9735

B. J. HUNTER, Ltd., offer:—

1946 Austin 10 saloon, carefully used, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5702

189 gns.—1936 Austin 10 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9991

1946 Austin 10, radio, as new; £675.—Below.

1938 Austin 10, immaculate condition; £465.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [8427

1947 Austin 10 saloon; £635.—Roys Autos, Ltd., Euston 2700. [9768

AUSTIN 10 1939, black, two owners, new batteries, seen Beckenham; £390.—Box 5787. [1008

1946 Austin 10 sun. saloon, black, carefully used; £600.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [9997

1935 Austin 10 saloon, fawn, a well-kept car, engine recently overhauled, good tyres all round; £250.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [9730

1938 Austin 10 saloon, excellent condition; £425.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [9841

1939-40 Austin 10 s/h saloon, sound throughout, finished dark blue and black; offers.—Marriott. Tel. Langrick 269, Boston. [9641

1939 Austin 10 Cambridge saloon, black with brown interior; car in excellent condition throughout and recommended, £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6511

1947 Austin 10 de luxe 4-door sunroof saloon, taxed very good condition throughout; £699; exchange considered.—Turner, Pal. 7955. [4984

AUSTIN 10 saloon, choice of three, all in spotless condition, 1938-9-40 models; from £395.—Derby Motor Co., 111, 125, Woods Lane, Derby. Tel. 2549. [9501

1936 Austin 10 saloon, blue, blue leather interior, mechanically very good throughout, bodywork and interior all original and very clean, taxed, £315.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3583. [7803

1946 Austin 10 black saloon, recently overhauled, resprayed, etc.; £585 for quick sale.—Fletcher, High Meadow, Ridgebourne Rd., Shrewsbury. [5271

WALTER SCOTT, Ltd., 1936 Austin 10 cabriolet, black, exceptional condition; £285.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914 [9406

1946 Austin 10 de luxe saloon, black, brown hide upholstery, one owner, superb condition; £650.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1083

£235.—1935 Austin 10 de luxe saloon, blue/black, original condition throughout, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1055

£649.—Rare and beautiful Austin 10, one titled owner since 1946, beautiful, spotlessly maintained and genuine small mileage; definitely the finest and cheapest offered.—Below.

£495.—1939 Austin 10 Cambridge de luxe saloon; absolutely beautiful exterior and mechanically excellent; you must see this one.—Below.

LAMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 8221 [9019

£399.—1940 model Austin 10 de luxe saloon, clean condition, excellent runner, identical to post-war model taxed; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [8997

1947 (November) Austin 10 sunshine saloon, black, brown upholstery, excellent throughout.—Gerry Browne Motors, 55-57, South Edwardes Square, London, W.8. Western 4351. Trade only. [1081

WALTER SCOTT, Ltd.—1939 Austin 10 Cambridge de luxe saloon, blue, 40,000 miles only, exceptional, one owner; £525; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube) Pri. 5914 [6439

1936 Austin 10 Lichfield de luxe saloon with sliding roof, black with brown leather, genuine mileage 41,000 since new, engine never been rebored, carefully maintained by one private owner since new. £325.—Below.

1936 Austin 10 Lichfield saloon, finished Portland grey with grey leather, engine entirely reconditioned recently; a most economical and reliable car; £295.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4881 [9006

TANKARD & SMITH, Ltd., offer 1940 Austin 10 saloon de luxe, finished in black, with brown leather upholstery, an exceptionally nice car; £485, 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [9595

1947 (September) Austin 10hp saloon de luxe, beautifully recellulosed in an original shade of green, mechanically perfect, a one-owner car in really superb condition throughout; £715.—Griffins Garage, Weybridge 1491. [9648

MARBLE Arch Motor Supplies.—1946 Austin 10hp 4-door saloon; this car has just been fitted with a works reconditioned engine, new Rotoflo shock absorbers; in splendid condition, black finish, brown leather upholstery, fitted spotlight, excellent value at £695; exchanges or terms.—High Street, Watford. [9584

Austin Ten Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953

A 8 new, post-war Austin 10 required.—23, Broadwalk Court, W.8 Tulse Hill 1288 (day). [0724

WANTED, pre-war Austin 10.—1, Belmont Hall Court, Belmont Grove, S.E.13. Tel. Lee Green 4555

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

AUSTIN A40

NEWNHAMS Ltd

1950 Austin A40 saloon, grey with blue, excellent condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646 [2308

BOON & PORTER, Ltd.

1950 Austin A40 Countryman, 11,000 miles, faultless.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [9358

CAR MART, Ltd.,

LONDON distributors.

1950-51 Austin A40 saloon, 5,000 miles; £1,175.

1950 Austin A40 saloon, heater, 1,000 miles; £1,225.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [8699

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, full de luxe model; £995.—Below.

1949 (November) Austin A40 saloon, country car, carefully used; £895.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8673

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown upholstery, 8,000 miles; £1,075.

836-842, High Rd., N.12. Hillside 0024. [9322

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 saloon, grey blue, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [9937

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon, fawn, brown leather, 1,700 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [4838

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept.) Austin A40 Devon, heater, sliding roof, beige, one owner, 11,000 miles, choice of two, taxed; £1,075.

ALSO a good selection of genuine low-mileage cars offered with our three months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Pad. 1820. [9230

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin A40, mileage 15,000; £1,085.

1949 Austin A40, mileage 15,000; £900.—Tel. Radlett 6167 and 5849. [2521

1948 Austin A40 Dorset saloon, black, heater; £825.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9004

1950 A40 utility, 7,000 miles; £875.—Roys Autos, Ltd., Euston 2700. [9760

1950 A40 saloon, 7,000 miles; £1025.—Roys Autos, Ltd., Euston 2700. [9767

AUSTIN A40 Dorset saloon, perfect condition, heater, radio, £985 or £250 deposit.

ROBIN WOOD MOTOR WORKS, Crystal Palace, S.E.19. Sydenham 6500 [7125

1950 Austin A40 Devon saloon, finished in black; £895; exchange considered.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289 [7859

A40 1949 grey saloon, immaculate, one owner; £950, or near.—Welbeck 0725. [9914

1949 Austin A40 saloon, grey, £925.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051 [7723

1949 Austin A40, blue, blue interior, small mileage, in excellent condition throughout; £985.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [7120

AUSTIN A40 de luxe saloon, 19,000 miles, grey/black, £1,085.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [1028

1951 series (Nov., 1950) Austin A40 saloon, fitted sun roof, radio, heater, loose covers, mileage 10,000; £1,095.

1949 Austin A40 saloon, choice of two; £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [7540

1950 Austin A40, radio, heater, 5,000 miles.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6525

700 miles.—Austin A40 Countryman.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [9479

1949 Austin A40 saloon, grey, one owner, excellent condition; £895; hire purchase and exchanges arranged.

GOLLY'S Garage, Earl's Court Rd., S.W.5. Frobisher 0063. [8305

1949 A40 sun saloon, 15,700 miles, one owner, original tyres, scarcely used, really exceptional condition; £975

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [8721

1949 Austin A40 Devon saloon, green with beige upholstery, one owner since new, heater, exceptional condition; £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 4401 [8044

1949 (Sept.) A40, 17,900, radio, heater, loose covers, fog and reversing lamps, etc.—Wright, Alrewas, Staffs. Tel. 207 [9600

CENTRAL GARAGE, Croydon, offer: 1949 Austin A40, grey with grey leather upholstery, excellent condition; price £950.—Central Garage. Tel. Cro. 7464. [4727

1950 Austin A40 saloon, low mileage, choice of two, one radio, from £975.—Allery & Bernard Ltd., 572, Kings Rd., Chelsea. Tel. Flaxman 7345. [8790

1949 Austin A40 4-door saloon, maintained by engineers, left-hand drive; £735.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9835

1950 (July) Austin A40 saloon, green, mileage guaranteed at 9,500, complete car in exceptional condition, one very careful owner, bargain; £1,050.

T. DIBBEN & SONS, Ltd., West St., Wimborne. Tel. 20. [9652

1948 (August) Austin A40, green, 4-door, one owner, well maintained and serviced, six almost new tyres and tubes, taxed, 22,000 miles; £700; no dealers.—Box 5782. [1003

1949 Austin A40 4-door de luxe saloon, with sliding roof and heater, blue, with blue upholstery, excellent condition; £885.—Catermoles, 79-89, Pentonville Rd., N.1. Terminus 1001. [9320

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 (June) Austin A40 Devon saloon, grey with blue leather, sun roof, radio and heater, one owner, 21,000 m.s., perfect; £385.—Gibsons Sports Cars (Kenuerch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681 [9678

795 gns.—Austin A40, August 1948, Dorset saloon, light green, sliding head, fawn leather, small mileage exceptional condition, taxed; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9797

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0857

A40 car wanted.—Mac, 2, Park Hill, Carshalton, Surrey. [9387

A 5 new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [9725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons Lord St., Southport. Tel 2268.

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 1100 saloons.—Great North Rd., N. Finchley Station, N.2. Tudor 2301-3. [9704

AUSTIN TWELVE

ROUNDABOUT offer:—

1947 Austin 12hp saloon, black, with brown leather upholstery, exceptional condition; £775.

1939 Austin 12 saloon, black, with blue leather upholstery, a very sound car; £475.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [9372

1947 Austin 12 saloon; £750.—Reys Autos, Ltd., Euston 2700. [9759

1938 Austin 12 Ascot de luxe saloon in good order throughout; £365.

CEE CARS Ltd., 60-62, Queenstown Rd., London, S.W.8. Mac 1363. [9431

1936 Austin Light 12 saloon de luxe, in nice condition and good appearance; £195.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5675. [9366

1938 Austin 12 Ascot de luxe saloon, one owner, 36,000 miles only, probably the best example on offer to-day; £365.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256-7. [9621

1946 (Dec.) Austin 12 saloon, in perfect condition; £750.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9740

1939 Austin 12 de luxe saloon, excellent, guaranteed; £390; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [1046

£465.—1939 Austin 12-4 de luxe saloon, clean condition, blue and black, original.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [1050

1947 Austin 12, black with brown hide upholstery, 25,000 miles, very carefully maintained; £795; terms, exchanges.—G. S. Hall, Ltd., 302, Kirk St., W.6. Riverside 2881. [9365

1939 Austin 12 Gordon 4-door convertible saloon, really fine condition, £425; also 1936 12/6, above average condition £200.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [9762

1937 Austin Heavy 12-4 saloon, two private owners exceptionally good condition, taxed, £265; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel Uxbridge 122. [9069

1947 Austin 12 black saloon, brown leather, unmarked, outside, very clean inside, 34,000 miles, engine recently rebored and perfect, roomy (16 body) and 28 mpg. perfect tyres; £750.—Tel. Pinner 5804. [9695

£395.—1939 Austin 12hp saloon popular 4-door de luxe model, with sunshine roof and leather upholstery, original black coachwork in good but not super immaculate condition, particularly good runner with a very economical but lively engine.

CAMDEN MOTORS, Lake Rd., Leighton Buzzard, Beds. (Tel. 204, (5 lines). Write for post-free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase. Part exchange. Free delivery. Showrooms open 9 to 6 p.m. From Monday to Saturday. [9777

1937 Austin 12 saloon, in really super condition, recently overhauled and now being resprayed, new carpets, roof lining and tyres, perfect appearance and open to any expert examination; £525.—Kel Motors, Gordon Works, Gordon Avenue, Stanmore. Tel. Grimsdyke 992. [1117

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel 2268.

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London) Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

AUSTIN SIXTEEN

RUSSELL MOTORS offer:—

1949 Austin 16, 20,000 miles, one owner, many extras.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. (Tel. Sloane 9288. [9453

AUSTIN SIXTEEN

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner; £695.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11 Wanstead 1030. [4177

D J. SHEPHERD & Co (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior excellent condition throughout; £1,000.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd Enfield Howard 1631 [9006

1950 Austin 16 hire car, low mileage, complete with radio; £995.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1041

1948 Austin 16, radio, heater; £695.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221, hat. 1627. [9864

1949 Austin 16 5-seater de luxe saloon, black with brown hide, fitted heater, very fine condition throughout, one owner; £950.

ROBBINS, 96-98 Upper Richmond Rd., East Putney, S.W.15. Tel. 4581 [9007

AUSTIN 16, '37, reconditioned engine, 200 miles, complete overhaul; £325 or near offer.—George Service Garage; Lansdown Rd., E.11. Ley. 2154. [9269

1946 Austin 16 saloon, H.M.V. radio, heater, exceptionally good car; £695.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9742

16 hp Austin 1948, immaculate condition, £10 tax.—Lawton-Goodman Ltd., part exchange specialists, 135, Crickiewood Broadway, N.W.2. Gladstone 2226. [9491

1948 Austin 16, one owner, hire purchase and part exchange; £895.—Blue Star Garages Ltd., 564, Kensington High St., London, W.14. Tel. Western 9651-2. [9567

ARCHIE SIMONS & Co. Ltd., 1946 Austin 16 saloon, colour black, brown leather upholstery, in excellent condition throughout; £675.—94, Ot. Portland St., W.1. Lan. 1545. [9557

1939 Austin 16 saloon, engine reconditioned and car repainted November 1951, faultless; £475.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513 [9417

1948 Austin 16 saloon, black, brown leather, heater, rimbellishers, showroom condition, low mileage; £950, any trial.—Greenaway, Launceston, Cornwall. Tel. 210. [9536

1948 Austin 16, radio and heater, 15,000 miles only, as new; £975.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [9401

1947 Austin 16 saloon, black with brown hide, a magnificent example of this desirable motor, at the bargain price of £795, exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-3. [9401

850 gns.—Austin 16, 1949, de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9796

HIRE Car (1950) partition, widest forward comfortable, 4-door, leather 28,000, reasonable cost.

ALPE & SAUNDERS Ltd, Providence Court, North Audley Street, Mayfair-2941. [8397

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0855

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons Lord St., Southport. Tel. 2268

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041 [0922

AUSTIN 16 car: wanted. — Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

CAR MART, Ltd.

1950 Austin A90 Atlantic Convertible, power operated, radio, heater, 13,000 miles; £1,245.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [8700

1950 Austin A70, superb.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 3268. [8394

RUSSELL MOTORS offer:—

1950 Austin A70 Hampshire saloon, low mileage, radio, heater, sunshine roof.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel Sloane 9288. [6431

TOM GARNER, Ltd., offer:—

1950 Austin A70 Hampshire saloon, fawn with brown leather upholstery, fitted radio, heater and sunshine roof, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [9237

PHILIP RICKARDS Ltd., offer:—

1950 Austin A70, blue, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [9955

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Austin A70, mileage 13,000; £1,175.

1949 Austin A70, mileage 12,000; £1,175.—Tel. Radlett 6167 and 5549. [9322

AUSTIN A70 & A90

1950 Austin A70 saloon, black, brown leather, heater; £1,275; terms, exchanges.

GEORGE NEWMAN & Co., 310, Euston Rd., N.W.1. Euston 4466. [9485

1950 Austin A90 hard top sports saloon, finished in grey, 7,000 miles; £1,495.

ERIC HAYES, Ltd., 13, Sussex Bridge Rd., Paddington, W.2. Paddington 0269 [9657

1950 (Nov.) Austin A70, 5,300 miles.—Ernest Sutton, Tel. Reigate 4 (Trade only). [9918

1950 (November) A70, 7,000 miles, careful use, car as new; best offers.—Box 5665. [9179

AUSTIN A90 saloon, radio and heater, 7,000 miles.—A. British and Colonial Motors Ltd., Upper St. Martins Lane, W.C.2. Tem 3364. [9475

CASS'S MOTOR MART.—1950 Austin A70 saloon, black, carefully used; £1,190; written guarantee.—5, Warren St., W.1. Euston 4110. [9662

AUSTIN A70 November 1950, 9,000 miles, radio, heater, sun roof, one owner, showroom condition.—39, Holland Park, W.11 Park 5731. [8664

AUSTIN A70 saloon, Oct., 1948, 8,000 miles only, heater; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9696

1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; £1,250.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9625

1950 model Austin A90, power operated coupe, left-hand drive, 12,000 miles; £1,025.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9951

1951 (free of covenant) Austin A90 convertible, B.M.T.A. permission to sell, owner going abroad, red biscuit, electrically operated hood and windows, radio, heater, reversing lights, etc.; £1,275.

IMPERIAL MOTOR MART, Royal Crescent, Cheltenham. Tel. 2063-6 [9263

AUSTIN A70 1949, genuine 25,000 miles, 5 new tyres, green, excellent condition; one affectionate owner, emigrating; £1,100 or near offer.—Waller, Barley Mow, Clifton Hampden, Berks. Tel. Clifton Hampden 15. [9628

1949—50 Austin A70 saloon, black, brown leather throughout, loose covers, low mileage, whole car in immaculate condition, taxed; £1,285.—R. S. Mead (Sales), Ltd., 42 Queen St., Maidenhead. Tel. Maidenhead 5431-2. [6018

Austin A70 and A90 Cars Wanted

A 5 new, post-war Austin A70 required.—30, Broadwalk Court W.8. Tulse Hill 1288 (day). [0691

A LMOST new Austin A70 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0841

A90 power operated coupe wanted, low mileage.—Thompson, Hawthorne House, Saltburn-by-Sea. Tel. Saltburn 244. [9118

AUSTIN EIGHTEEN

CAMDEN MOTORS.—Austin 18 limousines, see selection in special advert. on page 46 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. (Tel. 204) (5 lines). [9776

210 gns.—1937 Austin 18 saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [9968

£495.—18hp Austin Chalfont 7-seater limousine, one owner.—Lawton-Goodman, 36, North Audley St., W.1. [9492

1938 Austin 18 4-door de luxe saloon, Norfolk, coachwork and interior excellent; £375.—Collom's Car Sales, Maida Vale 5134/3651. [9390

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—H. Mortlake 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4605. [8050

A & S Offer selection of 1937/38/1939 seven seater Saloons, also partitioned Limousines, leather, black, guaranteed. Seen:—

ALPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8598

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0855

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-passenger 1937/38/39 required, good order essential, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [8410

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-seater Limousines 1937/38/39—also 26hp—details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941 [9409

AUSTIN TWENTY-EIGHT

A & S Limousine 1939 Ranelagh, partition, leather in upholstery, engine overhauled, exceptional throughout Seen.—

ALPE & SAUNDERS (100 Limousines) Providence Court North Audley Street, Mayfair-2941. [8399

AUSTIN A125 & A135

CAR MART, Ltd.

1949 Austin A125 Sheerline saloon, 19,000 miles; £1,575.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212 [8701

1949 Austin Sheerline saloon silver grey, radio, heater nominal mileage, one owner.

RICO Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4 [9451

1949 Austin Princess, black, 26,000 miles, chauffeur driven, condition as new; £2,000 or offers.

H. CANNON, Ltd., Whitefield Place, Bradford. Tel. Bradford 41288. [9183

BARTLETT.—Austin 1950 Sheerline, 14,000 miles; one owner, radio, etc.; £1,695.—27a, Pembridge Villas, W.11. Bayswater 0525. [9581

1950 Austin Sheerline saloon, silver/grey, 6,300 miles; £1,950.—Jack Olding & Co., Ltd., North Audley St., W.1. May 5242. [7070

1950 Austin A135 Princess saloon, 4,000 mls.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [9644

1950 (May) Austin Sheerline, 21,000 miles, black with bench type seat.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6425

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1950 (Sept.) Austin Sheerline saloon, low mileage, black with beige upholstery, fitted radio and heater, superb condition; £1,875.

1948 Austin Sheerline saloon, black with beige upholstery, radio and heater, excellent condition; £1,575.

GEORGE BOX, Ltd., Automobile Distributors, Aldams Rd., Dewsbury. Tel. 653. [9189

PRINCESS saloon, 1950, maroon/beige leather, genuine 13,000 miles only, indistinguishable from brand new; £3,100.—Royston Motor Co., Ltd., Herts. Tel. Royston 2146. [9656

1949 Austin Sheerline, beige with grey leather, in beautiful condition throughout; £1,525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9705

1950 (Sept.) Austin Sheerline limousine, black with beige upholstery, fitted dual heaters and demisters, built-in radio to front and rear, chauffeur driven for one owner since new, guaranteed mileage 8,700, the interior and exterior of this car is quite outstanding and is in every way indistinguishable from new.

DAVID ROBINSON, Ltd., Austin House, Bedford. Tel. Bedford 61575. [9310

NAYLOR & ROOT, Ltd.—1950 Austin Sheerline saloon, black, beige hide, 11,000 miles, unblemished condition throughout; £1,875; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-8 each week-day including Saturday. [9949

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

GORDON CARS (LONDON) Ltd., 1950 Austin A40 saloon; £1,045.

GORDON CARS (LONDON) Ltd., 1949 Austin A40 saloon; £895.

GORDON CARS (LONDON) Ltd., 1949 Austin A40 Countryman, £945.

GORDON CARS (LONDON) Ltd., 1950 Austin A70 saloon; £1,325.

GORDON CARS (LONDON) Ltd., 1950 Austin Sheerline saloon, £1,845.

GORDON CARS (LONDON) Ltd., 1949 Austin Sheerline saloon, £1,595.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [9499

TAXICABS; ex-London Austin heavy 12/4 selected 6-seaters, from 85gns.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [9194

FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new Austin Sheerline limousine, the new Austin A40 sports tourer, and a range of selected used Austin cars both pre-war and post-war.

FERRARIS OF CRICKLEWOOD, Ltd., 300-330, Cricklewood Broadway, N.W.2. Gla. 2234. [1037

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0026

AUSTINS wanted.—Smiths, 66, Chalk Farm Rd., N.W.1. Gu. 2767. [0822

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St. Epsom 9400. [9529

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9859

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 255. [0841

C. A. PETO, Ltd., 42, North Audley St., W.1., urgently require post-war small mileage Austin cars in first-class condition.—May 3051. [9036

Austin Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0252

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd. Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing W.5 (Ealing 6717). [0160

C. G. NORMAN & Co.

AUTHORIZED Austin retailers and buyers of low-mileage Austin cars of any horse-power, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0871

IF it's Austin spares try Sands, the Austin People.—Burnham, Bucks 84. [0505

FRICKERS OF HOLLAND PARK (next door to underground) for Austin service and spares.—Tel. Park 5077. [9029

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop 2852, 2820.

RECONDITIONED 7, 10, 12, exchange gear boxes and repairs to all types, trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0198

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0303

WEST London.—Rogers Garage, repairs and service, stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2844-5. Old and new friends welcome. [5613

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, Worple St., S.W.19. Wim. 0123. [0414

Austin Spares and Service

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetters, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—37, Acre Lane, S.W.2. Brixton 1155. [0164

BENTLEY (3½- & 4¼-litre)

J

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067

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HOFFMANNS GARAGE, LIMITED,

HUDDERSFIELD Rd.,

HALIFAX.

GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley Cars.

PROUD members of the Swain Group.

A NATIONAL motoring organization.

1947 Bentley Mark VI 4¼-litre 2-door razor-edged sports saloon by James Young, grey with beige hide.—Ref. H.7972.

1938 Bentley 4¼-litre 2-door sports saloon by James Young, black with maroon hide.—Ref. H.7860.

1937 Bentley 4¼-litre 2-door Sedanca coupe by Gurney Nutting, Alpine mist with brown hide.—Ref. H.6535.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—

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FOX

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, have a large selection of Mark VI Bentley saloons (1947, 1948, 1949 and 1950), all in superlative condition.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7687.

FOX. [9441

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

NORTHERN Bentley Specialists.

1950 Mark VI standard steel saloon, tudor grey with maroon leather.

1949 Mark VI standard steel saloon, black with grey leather.

1949 Mark VI standard steel saloon, tudor grey with grey leather.

1948 (Sept.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.

1947 (Nov.) Mark VI standard steel saloon, black with blue leather.

FOR further particulars please contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

CAR MART Ltd.

1950 Bentley Mark VI Steel saloon, 13,000 miles; £5,650.—Car Mart Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434. [8702

ROY GALWAY, Ltd.

1949 (November) Mark VI Bentley standard steel saloon, 17,000 miles only, one owner, faultless condition.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). [9249

R. F. FUGGLE, Ltd.

1950 Mark VI Bentley standard steel saloon, one owner, genuine mileage 2,600; £6,250.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [7950

FRANK DALE offers:—

1935 Bentley EJ Series 4-door saloon by Thrupp & Maberly, exceptional condition, Bentley maintained.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [5341

COACHCRAFT offer:—

4¼ Bentley Vanden Plas sliding head sports saloon, Nov., 1936 registration, excellent Bentley history, completely overhauled by makers, superb chassis with most striking body; £1,475 or near offer; guaranteed 3 months; available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9973

CYRIL SHEPPARD offers.—

1935 Bentley 3½-litre 4-door sports saloon by Freestone and Webb, swept tail with boot, dual grey with leather, very pretty car, excellent chassis, chauffeur maintained, one owner; £1,275.—102, Kings Rd., Reading 2712. [9024

R. C. MORTLAKE offers:—

1936 4¼ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork recellulosed, altogether immaculate; £1,350.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 5155; after 6.30 Arnold 4605. [8751

BENTLEY (3½- & 4¼-litre)

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre Mark IV standard steel saloon, black with beige leather, 5,000 miles only.

1950 Bentley 4½-litre Mark VI semi-razor edge sports saloon by H. J. Mulliner, silver and blue and blue leather, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9238

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley

RETAILERS, offer:—

1950 Mark VI Bentley standard saloon, with division, black with beige leather; £5,950.

1950 Mark VI Bentley standard saloon, green with beige leather; £6,250.

1950 Mark VI Bentley standard saloon, midnight blue with blue leather; £5,950.

1949 Bentley Mark VI power-operated coupe by Park Ward; £4,975.

1948 Mark VI Bentley standard saloon, metallic grey with grey leather; £4,350.

1948 Mark VI Bentley standard saloon, black with beige leather; £4,350.

1947 Mark VI Bentley special 2-door saloon by H. J. Mulliner, grey with brown leather; £4,250.

1934 3½-litre Bentley sports saloon by Mulliner, black and ivory; £1,275.

1934 3½-litre 2-str. sports, black; £1,150.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242. [1089

BROOKLANDS for Individuality.

1949 Bentley Mark VI Park Ward drop head coupe, grey, electrically operated head.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [4550

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (Jan.) Bentley Mark VI, chassis fitted with special coachbuilt Countryman saloon body by Harold Radford (Coachbuilders), Ltd.; colour grey with natural grain wood with grey leather, upholstery, fitted with radio, heater and demister, loose covers and many other extras; just passed by Bentleys and fitted with new tyres, speedometer reading 42,049 miles; in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9390

McKINNON MOTORS, Ltd., offer:—

1938 (March) Bentley 4¼-litre L.S. series Thrupp & Maberly semi-razor saloon, black, excellent history.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey (midway main road between Croydon and Sutton, or rail from Victoria to Wallington station). Established 1906. Tel. Wallington 3404. [9261

P. J. EVANS, Ltd., of Birmingham,

OFFICIAL Bentley retailers, offer:—

1949 Mark VI standard saloon, black, brown hide, mileage 19,849, one owner; £5,150.

1948 Mark VI standard saloon, black, blue hide, mileage 15,156, one owner; £4,750.

1948 Mark VI standard saloon, grey, blue hide, mileage 16,496; £4,750.

THESE cars are in magnificent condition; any trial or examination welcomed.

81—91, John Bright St. Midland 2011. [9228

PHŒNIX MOTOR Co. (SURREY), Ltd., offer

1938 (August) Bentley 4¼-litre Park Ward saloon, engine recently overhauled at works and coachwork reconditioned, new tyres; £2,350.

PHŒNIX House, High St., Sutton, Surrey. Vigilant 1121. [9757

GUY SALMON AUTOMOBILES Ltd., offer:—

1936 Bentley 4¼-litre 4-door sports saloon by Thrupp & Maberly, completely rebuilt throughout and as new; £2,150.

1950 (November) Bentley Mark VI standard saloon, under 5,000 miles, quite as new; £5,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9067

MASCOT MOTORS, Ltd., offer the following:—

1939 4¼-litre overdrive Young sports saloon.

1935 3½-litre Rippon sports saloon.

1934 3½-litre T. and M. sports saloon.

MASCOT MOTORS, Ltd., 277, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [6352

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9080 (10 lines). [0096

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1938 Bentley 4¼ Park Ward saloon, resprayed; £2,450.

1947 (Oct.) Bentley Mark VI saloon, all 1950 engine modifications; £3,895.

COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3823

1950 Mark VI Bentley standard steel saloon, first registered late 1950, immaculate.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674/5. [9827

PADDON BROS., Ltd.—Always have a good selection of Bentley and Rolls-Royce cars.—60, Cheval Place, S.W.7. Ken. 9477. [5830

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY 3½ & 4¼-litre

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1949 Bentley Mark VI standard steel saloon, black, grey leather, one owner, 17,000 miles only, maintained by makers, perfect in every respect; £5,450.

1936 (Nov.) Bentley 4¼-litre all steel saloon by Park Ward, black, brown hide, 82,000 miles, in really magnificent condition, very good history; £1,850.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [9694

1936 3½-litre Park Ward sports saloon with swept tail, £400 overhaul, immaculate condition; £1,475.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178. [9877

SWANMORE GARAGE, Rolls and Bentley Specialists, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1948 Bentley Mark VI S.S. saloon, grey.

1938 Bentley 4¼ L.E. Park Ward saloon, works reconditioned engine.

1938 Bentley 4¼ L.E. Park Ward saloon, exceptionally attractive.

1937 Bentley 4¼ Gurney Nutting streamlined 4-door saloon, silver.

1935 Bentley 3½ Barker 2-seater d/h coupe; exchanges, terms. [9537

1948 Bentley, silver grey, 26,000 miles, careful owner-driver, no insurance claims, Bentley maintained, guaranteed.—Box 5715. [9205

1949 Bentley standard sports saloon Mark VI 4¼-litre, 4,000 miles, as new, metallic grey, beige hide, heater, wireless one owner.

ST. JOHN'S MOTOR Co., Ltd., Tunbridge Wells. Tel. 20619. [1111

1948 Bentley Mark VI Standard steel saloon, dark blue and grey with blue leather, 28,000 miles; a most attractive car in exceptional condition.

CASTLE'S, Church Gate, Leicester. 65251. [9313

1950 Bentley Mark VI, standard steel body, black, 600 miles.—W. Dare, 82, Queens Court, Bayswater, W.2. Gerrard 5072. Bayswater 5035. [6438

1935 Bentley 3½-litre Park Ward sports saloon, excellent condition; owner going abroad; £1,150.—Flat 15, 49, Hill St., London, W.1. Grosvenor 1565. [9288

1937 4¼ Park Ward D.H.C., black with blue interior, considerable sum spent reconditioning, recently decoked and checked over, two owners; £1,650.—Mitcham 3033. [8616

1950 (June) Bentley Mark VI, duo-grey with blue leather, one careful owner, 17,000 miles only; £5,250.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9706

1936 Bentley 4¼-litre Gurney Nutting 2-door sports saloon mileage 79,000, recently reconditioned, maker's accounts available; a most attractive car in outstanding condition.

1935-6 Bentley 3½-litre Park Ward sports saloon, mileage 78,000, recent engine overhaul, whole car in most exceptional condition.

THOMPSON-DOXEY, Ltd., Belton St., Southport. Tel. 3936. [8491

1937 Bentley 4¼ sports saloon by H. J. Mulliner, black, grey hide, discs, good tyres, clean inside and out, excellent mechanical condition, 57,000 miles, any trial, terms; price £1,750.

NEWCASTLE (STAFFS), MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266-7-8. [7174

CLARKES OF FIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0565

ROLLS-BENTLEY 3½-litre, first reg. July, '34, sportsman's saloon by Hooper, finished in two-tone grey, unmarked, grand chassis; £1,075.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground) Kensington 8698. [3623

1935 3½-litre Bentley with most attractive 2-door sports coupe by Thrupp & Maberly, coachwork in brand new condition and recent overhaul bills total many hundreds of pounds.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9859

3½-litre Bentley, first registered October, 1934, fitted with sports saloon body by Arthur Mulliner; this car was supplied new by us and has had one owner since new; it has been chauffeur-kept and maintained regardless of cost; full history available.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [9458

BENTLEY 1949 Mark VI special James Young razor-edge saloon, black and beige, press-button electric windows and rear blind, negligible mileage, Rolls-Royce maintained, privately owned, still within guarantee, superb condition; best offer over 4,750gns; seen London; no dealers.—Box 5746. [9293

1935 (May) Bentley 3½-litre 4-door sports saloon by Park Ward, a fast and luxurious car with exceptional luggage accommodation in large boot, colour black with brown hide upholstery, mileage 68,000, fitted new tyres, H.M.V. radio, sliding roof; we see many post-war cars which cannot match this vehicle for its immaculate condition; £1,550.

ANCHOR MOTORS, The Newgate, Chester. Tel. 21512. [9182

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors, have pleasure in offering a Standard Mark VI saloon but with several special features including all interior woodwork in sycamore which makes the car quite outstanding, black with light beige hide, May 1950, chassis number B 473FU; car is practically indistinguishable from new and has just been collected from the makers following a complete check-over and service mechanically and bodily, so that the car can be offered with every confidence; new set of tyres just fitted, genuine mileage only 23,500, but looks considerably less, the car for the discerning user; £5,595.

FORD HOUSE, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [9295

1937 July, 4¼-litre, KT series, drop head four-some coupe, black, many extras, delightful condition.

1939 April, 4¼-litre overdrive, MR series, Park Ward sun saloon black, excellent history, carefully maintained.

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair 2941. [8408

BENTLEY (other than 3½ & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7661

BENTLEY (other than 3½ & 4¼-litre)

SUPERCHARGED 4½ Bentley, drop head, engine re-built, new battery, good tyres; £490.—Wallington 7114 (Surrey). [1099

1934 Bentley 4-door sports saloon, special body, excellent condition; price £1,050.—Central Garage, Croydon. Tel. Cro. 7464. [4728

4½-litre Bentley, rebuilt and re-registered 1938, same time fitted new open 4-seater body, exceptionally nice looking Bentley in really fine mechanical condition; £425.

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon. Tel. Croydon 1537 [7863

BENTLEY 1930 4½, 4-seater tourer body by Jensen, 1939, excellent condition, radio, 3 extra tyres, spare front and back axles; offers.—Harley, Didbrook Fields, Winchcombe Glos. Tel. Toddington 252. [9968

Bentley Cars Wanted

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OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17 Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [5921

BENTLEY or Rolls-Royce owners with cars for disposal are invited to get in touch with

JACK BARCLAY, Ltd.,

OFFICIAL retailers of Rolls-Royce and Bentley.

12-13, St. George Street, Hanover Square, W.1. Tel. May 7444. [0692

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [9354

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0611

JACK OLDING, Ltd., 8-10, North Audley St., W.1 official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19 Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson 12-13 Merchiston Mews Edinburgh 11. Tel. Jubilee 2785. [3941

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls mechanical or coachwork.—Central Garage Tel Cro 7464 [6353

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

B.M.W.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1937 B.M.W. 1½-litre cabriolet, finished British racing green, in really superb order; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [9979

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3230

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464 [8629

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond-trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827

BRISTOL

FRAZER NASH cars offer:—

1950 (May) Bristol 401 chassis with genuine Farina 2-4-seater convertible cabriolet bodywork, total mileage 16,000, colour off-white, red leather, an immaculate and carefully maintained car.

1950 type 401 standard saloon blue, heater, radio, speedometer reading 11,000.

SUPERLEGGERA/401 chassis type, gen. special sports saloon bodywork by Touring of Milan; Solex carburettors, Newton shock absorbers, close ratio gear box—to be recelluloseed colour to choice.

1949 type 400 saloon, low mileage car, colour grey.

1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P770 headlamps, etc., colour blue; also two other type 400 saloons, colour black.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [6867

BROOKLANDS for individuality.

1950 Bristol 402 coupe, maroon, serviced by makers.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [4551

KEVILL DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41-42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [4967

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

H. M. BENTLEY & PARTNERS, Ltd.

1949 (May) Bristol Type 400, large boot, latest close-ratio gearbox, 3-carburettor touring engine, Bristol maintained, 25,000 miles only; £1,975.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [9718

BRISTOL 402 drop head coupe, at a reasonable figure, enquire:—

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6722

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80 Piccadilly W.1. Grosvenor 4141. [0618

1950 (December) Bristol 401, polychromatic grey/beige interior, loose covers since new, 6,000 miles, radio and heater, superb condition throughout; £3,750.

MORGAN, Moorings, West End, Woking. Tel. Chobham 46 (after 7 p.m.) [9859

ANTHONY CROOK.—1950 type 401 saloon; 1949 400 saloon; specialised after sales service and all spares.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey Tel 2232-3. [8647

1950 (June) Bristol 401 saloon, heaters, H.M.V. wireless, latest type close ratio gear box, small mileage, maintained exclusively by makers and indistinguishable from new, black, beige upholstery.—Wilncote Service Station, Tamworth 481. [8198

Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0623. [9584

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3 [3049

BROUGH SUPERIOR

BROUGH SUPERIOR 1936 28hp 4-seater d.h. coupe, in perfect condition, only 56,000 miles, coachbuilt body, painted pale blue, grey leather upholstery; £300.—Write, 2, Grange Park Rd., Bingley. (Tel. Bingley 2024.) [1109

BROUGH SUPERIOR 21.6hp 1938 drop head, fitted allum. head, body, chrome work, hood all as new, extras incl. wireless, heater, 2 spot lamps, twin Mole-tone horns, new Ace discs; £595.—Further partics. or any trial apply Hillsborough Garage & Motor Co., Sheffield, 6. [9590

BROUGH SUPERIOR saloon, black (first registered 31/12/37), reconditioned engine fitted 1946, body by Atcherly of Birmingham, has an exceptional performance, in nice condition throughout, except wings which need slight repairs; offers.—Capt. Ransom, Barton House, Guiting Power, Near Cheltenham. Tel 247. [9171

B.S.A.

£235.—B.S.A. 10 tourer, 1937, attractively finished in red, mechanically perfect, bargain.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [8439

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models. Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3229

TYPE 44 Bugatti tourer (24hp), recently completely rebuilt, taxed year; £325.—Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7.

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn N.W.6 Maida Vale 1331. [0071

BUICK

1949 Buick Super Eight, l.h.d., 2-door saloon, 25,000 miles, green, radio, heater.

E.F.S. MOTORS, Ltd., Kingston By-pass, Esher. Emberbrook 3000. [9653

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BUICK

ROY GALWAY, Ltd.

1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio and absolutely as new.

1949 Buick Special 2-door 6-seater saloon, complete with nylon seat covers, heater, radio; this car is as new.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). [9246

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories.

1947 r.h.d. Buick 51 Super, with extras, very clean car; for full lists see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [8429

JOE THOMPSON (MOTORS), Ltd., offer:—

R H D 1950 Buick 4-door saloon, colour maroon, 9,000 miles.

R H D 1949 Buick 4-door saloon, low mileage, radio and heater.

R H D 1948 4-door saloon, colour black, low mileage.

L H D 1949 Buick 4-door saloon, colour black, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9403

1939 Buick 31hp, steering gear change, leather upholstery, almost indistinguishable from new; £575.—Bec. 6977. [9125

LIMOUSINE, 1937, Master chassis; £750 cash, part exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [9497

1936 Buick 30hp saloon, two owners, exceptional tyres, good condition; £265.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9741

1947 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5385

1937 Buick Viceroy 31hp saloon, one private owner since new, carefully used; £425, or near offer.—Campbell Symonds. Wembley 6262. [8422

£335—1937 Buick super saloon, original condition throughout, a bargain.—O. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube.) Batt. 1107-8-9. [8454

AN excellent Buick Viceroy saloon (reg. Sept. 1937), in splendid condition throughout, super radio set fitted, black with brown hide upholstery; £435.—Pantiles Service Garage, London Rd., Guildford 5326. [9353

BUICK 1937 Viceroy saloon, brown leather interior, 50,000 mileage, one owner driver, tyres as new, excellent condition, laid up war years; £400.—Tel. Streatham 4838 after 5.30 p.m., or write Box 5768. [1009

1939 Buick 31hp Viceroy saloon, in excellent condition throughout, fitted pass lights, inspection invited; £625; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [9986

£699—Magnificent Buick Viceroy 30hp de luxe saloon, immaculate leather upholstery, exterior beautiful and just like new, this vehicle has been maintained regardless of expense and literally looks as though it has just left the 1939 Motor Show; you cannot better this Buick elsewhere, see and compare it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9020

CAMDEN MOTORS.—Buick series 70 Roadmaster 4-door 6-seater saloon, 1946 model, first registered July, 1947, a beautiful example, immaculately finished in pale green, new look front, full length chromed belt moulding, luxurious upholstery, nylon seat covers, flash-away indicators, radio, heater, automatic door lights, white walls, etc., maintained and serviced by London Buick distributors, small mileage and in superb mechanical order; £1,295.

CAMDEN MOTORS.—Buick Roadmaster Eight series 70 special 6-seater drop head coupe (convertible), 1949 model with Dynaflow drive, power operated windows and hood, radio, heater, seat covers, etc., superbly streamlined, body styling similar to latest production model, 14,250 miles, latest screenwash and special low pressure tyres; £2,750.

CAMDEN MOTORS.—Buick Super Eight 6-seater saloon, 1949 model, equipped with Dynaflow drive, immaculate black finish with special leather trimmed upholstery, all extras as above model, negligible mileage; £2,650.

CAMDEN MOTORS.—Buick 31hp special occasional foursome drop head coupe, 1938, attractive silver grey finish with red leather almost new hood and 6 new Fort Dunlop tyres whole condition very much above average for its year, particularly in the mechanical sense; £445.

CAMDEN MOTORS.—Buick 31hp special Viceroy saloon, July, 1940, 6-seater bodywork of handsome and imposing appearance incorporating many post-war features, headlamps built into wings, steering column gear change, built-in heater, overriders, rimbellishers, road tyres in excellent order, twin spares unused; £595.

FOR Buick limousines see special advert. on page 46 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9779

Buick Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Buick. Wembley 8691/2. [0664

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9519

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models Buick. Tel. Wembley 8691-2. [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards.—Wembley 8691-2. [0665

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [illegible]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated hood, fitted with heater; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 8691-2. [8430

BRITISH & COLONIAL MOTORS offer:—

1946/47 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., £10 tax.

1949 Chevrolet 4-dr. Styleline saloon, r.h.d., 14,000 miles.

1950 Chevrolet 4-dr. Styleline saloon, l.h.d., 9,000 miles.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588. [9472

CHEVROLET fixed head coupe, 1939, an attractive 4-seater, in nice condition, 30hp 6-cyl.; £450.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [9298

1950 Chevrolet de luxe saloon, low mileage, as new; choice of two.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1501

1949 (Nov.) Chevrolet 4-door de luxe saloon, radio, heater, covers, 14,000 miles, immaculate; £1,765.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9834

1949 Chevrolet 2-dr. de luxe saloon, fitted radio, heater, loose covers, spot lights, excellent condition, left-hand drive, clr. black; price £1,675, h.p. can be arranged.—Box 5545. [8205

£1295—Right-hand drive Chevrolet Fleetmaster Six de luxe saloon, 1947 model, steel grey with grey upholstery, fully chromed 3-barred new look front, immaculate condition throughout, seat covers, whitewall tyres and all usual post-war American extras.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [9780

Chevrolet Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY) Ltd.

THE American Car Specialists urgently require all models Chevrolet. Wembley 8691/2. [0666

BRITISH & COLONIAL MOTORS, Ltd., distributors for London & Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9482

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chevrolet. Tel. Wembley 8691/2. [0478

CHRYSLER

JOE THOMPSON (MOTORS) Ltd., offer:—

R H D 1951 new Chrysler Plymouth 4-door saloon, colour blue.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

£395—Chrysler Wimbledon 24hp 6-seater de luxe saloon, 1938, equipped with overdrive, heater, pass lights, etc., attractive dark blue finish with grey leather interior, engine, gear box and back axle just overhauled in our own workshops, specially recommended.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue; nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [9781

CHRYSLER 1938 (regd. Feb. 1939) 24hp Wimbledon saloon de luxe, s/roof, freewheel, magnificently maintained, all black and chrome finish with red leather interior, one owner; £345.—Shalless Engineering Co., Station Parade, Whyteleafe, Surrey, 8-6 p.m. including Sat. Uplands 6967. [9906

Chrysler Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Chrysler. Wembley 8691-2. [0667

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0843

ROWLAND SMITH'S the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models Chrysler. Tel. Wembley 8691/2. [0347

Chrysler Spares and Service

AUTO SALES (LONDON) Ltd.

CHRYSLER distributors spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495

Chrysler Spares and Service

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0368

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9461

CITROEN

DICKS

1936/7 Citroen 12hp saloon, fitted 1947 recond. engine, modifications totalling £260, bills available, £425.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [8654

CAR MART, Ltd.

1949 Citroen Light 15 saloon, 12,000 miles, £1,245.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8735

H. W. MOTORS, Ltd.

1950 6-cyl. de luxe saloon, green/beige leather, under 15,000 miles, one owner; £1,775.

1947 Light 15 saloon, grey/red leather, completely reconditioned and recellulosed; £950.

1950 Light 15 de luxe saloon, green/beige leather, mileage under 10,000, one owner, radio, various extras; £1,465.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1457. [4209

C. G. NORMAN & Co.

CITROEN, sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and replacement units.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

GLANFIELD LAWRENCE offer:—

1939 Citroen Light 15 saloon, fitted dual carburettors, radio, etc., superlative condition throughout; £485.—407, High Rd., N.12. Finchley 0091. [9014

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274. [4371

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen Distributors.

INVITE your enquiries for guaranteed used Citroens, spares and efficient service.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [999[illegible]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen, mist green and beige leather, 12,000 miles; £1,200.

1949 Citroen, gunmetal and red leather, 12,000 miles; £1,200.

1940 Citroen, 6-cyl., black and red leather, one owner since new; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3826

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3251

1950 Citroen Light 15 saloon, 16,000 miles, grey, red leather; £1,225.

E.F.S. MOTORS, Ltd., Citroen Distributors, Kingston By-pass, Esher. Emberbrook 3000. [9654

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [7385

1939 Citroen 12, excellent, terrific performance.—6, Clifton Park Rd., Rhyl. Tel. 1576. [9535

265 gns.—Citroen 12, super modern saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9990

CITROENS.—1950 Light 15s, choice of 4; from £1,150, guaranteed.—C. G. Norman & Co., 50, Vauxhall Br. Rd., Vic. 2211. [9191

£395—Citroen 12, 1939, excellent mechanical order, good tyres, leather interior, sliding roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [9199

£145—1935 Citroen 12/4 de luxe saloon, clean condition, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8098

CASS'S MOTOR MART.—1940 Citroen grand luxe Big 15 6-passenger saloon, black, just reconditioned and recellulosed; written guarantee.—5, Warren St., W.1. Euston 3525. [9684

1950 series Citroen Light 15 de luxe 4-door sun roof saloon, maroon, red leather, authentic mileage 11,300; one owner, car works maintained and as new throughout; accept list price £1,082; exchange considered.—Turner. Pal. 7935. [9048

295 gns.—Citroen 12, 1937, de luxe 4-door saloon, maroon, sliding head, red leather, very good condition, taxed; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9799

1947 Light 15 de luxe saloon, maroon, red leather, Ekco radio included, really nice coachwork and mechanical condition, good tyres and nearly new battery; £825.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2181. [8355

1940 (late) Citroen 15hp roadster, recellulosed cream with new red mohair hood and red upholstery, new tyres, recon. engine, radio, one of the latest and best examples of this popular and rare model; £595.—Kensington 6955, or write Richards, 82, Princes Gate Mews, Londong S.W.7. [6962

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

FRENCH without tears, a 100% Citroen specialist service and spares organisation for Midland owners; send for descriptive folder.—Radwar Motors, Cowper St., Birmingham, 19. Aston Cross 2425. [6762

Citroen Cars Wanted

ACE SERVICE STATION (LONDON), Ltd.,

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

URGENTLY wanted for cash late model Citroen.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0188

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2 [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains 48-hr. service. [6161

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017 [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

REDWOOD Citroen body repair service, 24 years' experience crash and general repair.—Holders Metal Works, 239, Staines Rd., Hounslow, Middx. Tel. Hou. 3595, week-ends Hou. 9543. [0137

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0564

CORD

SWANMORE GARAGE, 1176-1180 Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1950 Registration (£10 tax) Cord saloon, 40,000 miles attractive mist green coachwork, radio, etc.; exchanges, terms. [9338

DAIMLER

DAVY for Daimlers.

DAIMLER 2½-litre Consort saloon, September 1950, green/green hide, 14,000 miles only; £2,250.

DAIMLER 2½-litre saloon, 1947, blue/blue hide; £1,250.

DAIMLER 2½-litre saloon, July 1939, black/brown hide, radio, moderate mileage; £825.—180-182, Kensington High St., W.8. Western 9641. [8668

HAROLD RADFORD & Co., Ltd.

1949 (July) 2½-litre Daimler saloon, black with brown leather upholstery, speedometer reading 10,643 miles, fitted with heater and demister, one owner, chauffeur maintained, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6402

McKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 2½-litre saloon, grey, blue leather, sliding roof, heater, taxed, Dec. 31st, 9,000 miles only.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. (Midway main road between Croydon and Sutton, or rail from Victoria to Wallington station.) Established 1906; Tel. Wallington 3404. [9262

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp Hooper 7-passenger limousine (1950), maroon with interior to match, 12,000 miles, as new; £4,500.

DAIMLER 2½-litre Consort saloon, maroon with red leather, 4,000 miles; £2,395.

DAIMLER 2½-litre saloon (1950), black and green with green leather, radio and heater, well maintained; £1,975.

DAIMLER 2½-litre coupe (1949), black with red leather, carefully used; £1,895.

DAIMLER 2½-litre saloon (1949), black with brown leather, excellent performance and appearance; £1,850.

DAIMLER 2½-litre saloon (1947), black with brown leather, radio and heater, in excellent order; £1,495.

DAIMLER 2½-litre saloon (1946), black with brown leather, outstanding condition; £1,375.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [9343

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 Daimler 2½-litre saloon, excellent condition throughout; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9668

EL.24, limousine, low mileage and in outstanding condition, unregistered; £850.

V. 4½-litre straight-eight swept tail Hooper limousine, 1938, recellulosed black, excellent throughout.

A. A. TITTMUSS, Daimler Specialist, 81, Clapham Rd., S.W.9. Reliance 1647. [9225

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House Bournemouth. Tel. 5405. [0544

DAIMLER

1949 (Nov.) Daimler 2½-litre Barker drop head coupe, 7,000 miles; terms, exchanges; £1,975.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9486

DAIMLER, 1935, 15hp sports saloon, new battery, easy starter, radio; £145, offers.—Brixton 1345. [9882

DAIMLER 2½-litre black saloon, 1947, first-class condition, available inspection West End; offers.—Box 5722. [9219

1933/34 Daimler 15 saloon, excellent condition, good tyres; £175 or offer.—Edmondson's Garage, Keswick. [9158

1950 Daimler 2½-litre coupe by Barker, black £1,895; 7,500 miles.—Jack Olding & Co. Ltd., 8-10 North Audley St., W.1. May. 5242 [767

DAIMLER drop head coupe, 1937 16.2, overhauled, recellulosed 1951, red leather, Salmon body winding head; £450; fine car seen Surrey.—Box 5684. [9164

£295.—1936 Daimler Light 15 de luxe saloon, original condition, 45,000 miles, any examination.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [9674

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £745; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9090

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company immaculate order throughout, completely overhauled by Daimlers in 1949, numerous extras.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [907

DAIMLER 2½-litre, first registered April, 1950, fitted with drop head coupe body by Barker, finished in two shades of green, one careful owner, fitted radio and heater, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [9453

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. 'Phone Southbourne 1022.—1949 Daimler 2½, fitted attractive shooting brake body (varnished oak and jade green); exchanges, terms. [9340

1936 Daimler 20hp saloon, one owner, small mileage, excellent condition; price £350 or 30 monthly instalments of £14/2/4.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [9263

1936 model Daimler 15 de luxe saloon, one owner, believed genuine 37,000 miles only, in original and excellent condition throughout; £445.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9755

1949 (Nov.) 2½-litre Daimler saloon, in exceptionally fine condition, colour black with brown upholstery, radio, one owner, chauffeur maintained, can be seen in London area.—For full details tel. Tid. 4153. [1110

1949 (May) Daimler saloon 2½-litre, colour black, maroon upholstery, small mileage, heater, taxed, one owner, really exceptional condition, carpets, tyres, etc., unmarked; £1,525.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [9548

1939 Daimler 24hp Charlesworth sports saloon, genuine total mileage since new 26,000 finished in black and blue cellulose and luxuriously upholstered in blue hide with Dunlopillo cushioning, fitted H.M.V. Radiomobile; a magnificent car that must be seen to be appreciated.

S.M.T. SALES & SERVICE Co., Ltd., Musselburgh. Tel. 592. [9366

395 gns.—Daimler New 15, 1938 model, 17hp de luxe 4-door saloon, black, sliding head, brown leather, preselector, i.f.s., one owner, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9800

ALPE and SAUNDERS Limousine Modern Straight-8/32hp Hooper, partition, widest occasionals, black, desirable carriage.

1938 Limousine 24hp, partitioned, widest occasionals, privately owned, excellent throughout, black.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [8403

Daimler Cars Wanted

DAIMLER Consort wanted.—Moore, 48, Park View Court, London S.W.6. [8672

ROWLAND SMITH'S the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9520

PRIVATE buyer wants first-class pre-war or reasonably priced post-war 2½-litre Daimler saloon.—Box 5541. [8196

SUNDERLAND Daimler sports coupe owner, please communicate again; lost telephone number.—Esher 4443. [9850

1950 or 1951 Daimler special sports coupe wanted, private buyer.—Particulars to Knoller, Cornerways, Sandown Rd., Esher, Surrey. Tel. Esher 4443. [9849

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., World Concessionaires offer:—

£750.—1938 model Delage saloon

82, Park St., W.1. [4701

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs, parts stocked.—82 Park St., W.1. [0680

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs, parts stocked.—82 Park St., W.1 [0680

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

OVERSEAS CARS, Ltd.

1949 Dodge saloon, 25.3hp, gyromatic transmission r.h.d., fitted radio, heater and seat covers 16,000 miles, perfect condition throughout; £2,500. For other Overseas Cars bargains see page 48. [9428

DODGE 1936 26hp hackney carriage available; £225 or offer.—52, Friern Mount Drive, N.20. [9201

DODGE sal., '36, 26hp; £225; Hackney carriage plate.—52, Friern Mount Drive, Whetstone, N.20. [9636

TWO ex-American Dodge vehicles for sale; offers; inspection by appointment.—Tel. Shephall 251. [9389

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127 [0192

DODGE specialists repairs spares exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0862

FIAT

CHIPSTEAD MOTORS Ltd.—See our advert. under "Sports Cars" [3253

FIAT 500, 1938, reconditioned throughout, recellulosed, outstanding car; £320.—S. & S. Motors, Bayswater 1644. [9815

C. V. RUSHMER, the Fiat specialist, for rebuilt guaranteed models; only first-class examples offered.—39, Holland Park, W.11. Park 5731. [3278

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of Fiat cars in the country—all for immediate delivery from stock.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 2nd series convertible coupes, in grey, stone, black or Channel green, now available for immediate delivery with three months' guarantee; £465.—Below.

MAYFAIR GARAGES, Ltd.—1947 Simca "Huit" (Fiat 1100 508cc 12hp) de luxe 4-door pillarless saloon, l/h drive, green with soft hide upholstery, Masteradio, Bluemel wheel, twin spot lamps, demister, one owner since new, under 20,000 miles, almost new condition throughout three months' guarantee; £425.—Below.

MAYFAIR GARAGES, Ltd.—Registered 1949 post-war 500 de luxe convertible l/h drive coupe, Fiat grey, nominal mileage, one owner since new, Tygan loose covers, carefully maintained, outstanding condition throughout; £525.

MAYFAIR GARAGES, Ltd.—1939 1100 508c 4-door pillarless saloon, hide upholstery, good tyres, very good condition throughout, three months' guarantee; £375.—Below.

MAYFAIR GARAGES, Ltd.—1939 2nd series 500 full 4-seater convertible saloons, choice of three in blue, grey and green, from £365 to £465.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 fixed head coupes, choice of four, in black, maroon and green; from £375 to £445.—Below.

MAYFAIR GARAGES, Ltd.—July, 1938, 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, first-class road performance, very smart car; £345; choice of four 1938 models.—Below.

MAYFAIR GARAGES Ltd.—All the above cars carry three months' full guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Send for list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs and renovations by skilled English and Italian Fiat mechanics.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [9370

1937 Fiat 500 convertible coupe, grey, red interior, good paint, mechanically sound; £295.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2184. [8354

1939 model convertible, fawn, specimen car, low mileage, spare wheel cover, spotlight, loose covers, trafficators, Pram, etc.; £365.—Briggs, 16, Wolfa St., Derby. Tel. 46815. [9272

445 gns.—Fiat 1500 1939 (registered 1940) 4-door pillarless saloon, gunmetal, green leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

395 gns.—Fiat 500 (Sept., 1939) 4-seater convertible saloon, black and silver, red leather, good tyres, very carefully used, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9801

1938 Fiat 500 de luxe convertible coupe, maroon with silver wheels, pretty car in perfect order, £120 recently spent on reconditioning; £330.—Cross, 49, Great Cumberland Place, W.1. [9691

1939 Fiat 500 convertible coupe, specially finished alfa red, always maintained in concours condition, extras include chromium spot lamp, luggage carrier and child's seat in back, taxed; £395.—Derrington, 159, London Rd., Kingston 5621-2. [6840

1937 Fiat 500 2-str. coupe with 1939 modifications, recently every part renewed or reconditioned at cost of over £200, has the appearance of late 1951 car; price £375.—Dr. Musson, "The Poplars," Irthlingborough, Northants. Tel. Irthlingborough 21. [1095

TANKARD & SMITH, Ltd., offer 1939 Fiat 500 4-seater cabriolet in grey with matching upholstery, an extremely well-maintained car in exceptional mechanical condition, very good tyres; £375; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-3. [9244

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9530

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat sales and service by skilled English and Italian staff.—Below.

MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as mat sets, hoods, running boards, etc.; list on request.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 8106-5.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned and bench-tested engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159 & 161 London Rd., Kingston 5621-2. [5030

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Anglia saloon, colour black, leather cloth upholstery, choice of two cars, both in really first-class condition.

1949 Ford Anglia saloon, colour black, leather cloth upholstery, with loose covers, fitted reconditioned engine, very clean car.

ABOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9374

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

NORMAN AUTOS offer:—

1938 Ford 8 saloon, one owner, practically as new: £365.—354, London Rd., West Croydon. Thornton Heath 4657. [0000

NORMAN AUTOS offers:—

1938 Ford 8 saloon, reconditioned engine, immaculate condition throughout, must be seen and tried to be believed; £365.—354, London Rd., West Croydon. Thornton Heath 4657. [9962

B. J. HUNTER, Ltd., offer:—

1936 Ford 8 sports 2-seater, genuine bargain; £199.

B. J. HUNTER, Ltod., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9709

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £475.

JUNE, 1947, Ford Anglia saloon, £545.

APRIL, 1950, Ford Anglia saloon, 6,000 miles; £775

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [6053

W. J. BROWN, Ltd., used Ford specialists.

1950 (Oct.) Ford Anglia saloon, green, 7,100 miles; £715.

1948 (June) Ford Anglia saloon, black, 4,600 miles, one owner since new; £645.

1947 (Nov.) Ford Anglia saloon, black, exceptionally clean car; £525.

1946 (April) Ford Anglia saloon, black; £415.

W. J. BROWN, Ltd., Ford Main Dealers,

339, Finchley Rd., N.W.3. Hampstead 4414. [9654

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, beige, 1,000 miles, and many others to select from.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx (Perivale 3398). [1022

1949 Ford Anglia, green as new; £675.—Below.

1946 Ford Anglia, black, immaculate condition, £550.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8426

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors

WE always have a good selection of Ford Anglias which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [9236

1936 Ford 8 two owners in exceptional condition throughout, £245.

MAGDALEN MOTORS 311 Trinity Rd., Wandsworth Common. Battersea 5573 [6965

1949 Ford Anglia saloon, black, one owner, excellent condition, £635

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260 [500F

LATE 1938 Ford 8, excellent condition; £340 or offer.—Tel. Palmers Green 8644 after 6.30. [9893

1946 Ford 8 saloon, fog light, screen heater; £450.—Streatham 2958 evenings 7 to 9. [9434

335 gns.—1939 Ford 8 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9989

1950 (June) Ford Anglia, fawn with red upholstery 10,000 miles; £745; terms exchanges.

MASON BROTHERS (Motor Showrooms) 151-153, Fitzwilliam St (off the Moor) Sheffield, 1. Tel. 24687 [4435

350 gns.—1939 Ford 8 saloon de luxe, excellent condition, choice of two.—O. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7430

FORD (8 h.p.)

365 gns.—Ford 8 1938 de luxe saloon, blue, excellent condition, year's tax; terms, exchanges.—Rowland Smith.—Below.

725 gns.—Ford Anglia (October, 1950) 8hp saloon, fawn, radio, one careful owner, 10,400 miles, practically new condition; terms, exchanges.—Rowland Smith.—Below.

625 gns.—Ford Anglia (November, 1949) 8hp saloon, green, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith.—Below.

595 gns.—Ford Anglia 1948 (registered July, 1950) 8hp saloon, grey, one careful owner, Rimbellishers, excellent condition; terms, exchanges.—Rowland Smith.—Below.

475 gns.—Ford Anglia (July, 1947) 8hp saloon, black, one owner, reconditioned engine, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9802

1949 Ford 8 Anglia saloon, black, in first-class condition, £650; 1946 Anglia with reconditioned engine, £595; also 1947 in first-class condition £565.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. G'a 2254. [7841

£495.—1948 Anglia saloon, 17,000 miles, one owner; write, etc.—Maurice Jackson, 17, Wilbury Grove, Hove [9551

1937 Ford 8 saloon, excellent car throughout; £225.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [9840

£225.—1936 Ford 8 saloon, taxed, clean condition, good tyres, new battery.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490.

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £425; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5382

1946 (model) Ford Anglia saloon, black, with red rexine, fitted with loose seat covers, new works reconditioned engine just fitted, in much above average condition; £515

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9006

1946 (Oct.) Ford Anglia, colour black, reconditioned engine recently installed.—Gardner, 79, Newgate St., Newcastle-on-Tyne. Tel. Newcastle-on-Tyne 24602 before 1 p.m. [9883

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1947 Ford Anglia, black, very nice condition throughout; £515; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [9400

1938 Ford 8 saloon, black, one owner, reconditioned engine, excellent condition throughout, taxed; £355.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [6440

1949 Ford Anglia, black, green upholstery, 10,000 miles only, immaculate condition; £695.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [8414

1948 very late registration Ford Anglia saloon really good bodywork, new engine and battery this year; £595.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2184. [8355

JACK ROSE, Ltd., offer: 1950 (September) Ford Anglia in black, almost unmarked inside and out; first cheque for £675 secures.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1046

£395.—1940 Ford 8 Anglia saloon, an excellent little motor, good coachwork and interior in attractive beige finish, reconditioned engine last June, almost new tyres; another 1940 Anglia at only £295, very good runner, body in fair condition at

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [9785

1939 (April) Ford 8 saloon, in black with brown upholstery, new head linings, two new front seats, reconditioned engine and gear box, excellent tyres, this car has been carefully maintained by the late owner since new; £335.—Griffins Garage, Weybridge 1481. [9847

£365.—1939 Ford 8 saloon, 4 new tyres, good spare, new engine, reconditioned gear box 4,000 miles, brakes relined, loose seat covers, just resprayed maroon, ivory wheels.—Llanvann Garage Ltd., 763A, Finchley Rd., N.W.11. Tel. Finchley 3728 and Speedwell 9633. [9875

Ford Eight Cars Wanted

A 8 new, post-war Ford 8 required.—80, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0724

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041

ALMOST new Ford 8 required; cash payment.—Morley, 34, Streatham Hill, S.W.2. Tulse Hill 4488. [0845

FORD (10 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, colour black, with brown leather upholstery, 21,000 miles, mechanically perfect.

1950 Ford Prefect saloon, colour green, leather upholstery, Philco radio, link-mats, spot lamp, showroom condition, 12,000 miles.

ABOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9375

CAR MART, Ltd.

1950/51 Ford Prefect saloon, 100 miles; £975.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8705

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex [0100

FORD (10 h.p.)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1939 Ford Prefect saloon, beige with cloth upholstery, fitted loose covers, smart and economical; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [9982

BOON & PORTER, Ltd.

1950 Ford Prefect saloon, green with leather upholstery, mileage 5,000, positively unmarked; £895.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [9359

MORETON GARAGES offer

1949 Ford Prefect, black, cloth interior, taxed year, sma., mileage; £825.

1947 Ford Prefect 4-door saloon, black with red leather upholstery, taxed Dec.; £690.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [8498

B. J. HUNTER, Ltd., offer:—

1949 Ford 10 saloon, low mileage, choice of two; from £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [9077

C.M.I. CAR SALES (Pri. 6623) offer:—

1939 Ford Prefect 2-door saloon, black, very sound car.—Swiss Cottage, Finchley Rd., N.W.3. [9415

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH 1949 Ford Prefect saloon; £825.

JULY 1949 Ford Prefect saloon; £875.

FEBRUARY 1950 Ford Prefect saloon; £895.

OCTOBER 1950 Ford Prefect saloon, 6,000 miles; £910.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [6054

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (Nov.) Ford Prefect saloon, black, brown leather upholstery, 7,900 miles; £835.

1949 (Nov.) Ford Prefect saloon, beige, fawn upholstery, 11,000 miles; £785.

1947 (May) Ford Prefect saloon, black, brown leather upholstery; £625.

W. J. BROWN, Ltd., Ford Main Dealers,

339, Finchley Rd., N.W.3. Hampstead 4414 [9855

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, green, hide, 4,000 miles, and many others to select from.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx (Perivale 3398). [1023

1937 Ford 10 tourer, immaculate. Tel. Uplands 3097 [9173

1949 Ford Prefect saloon, leather, one owner; £800. Also

1947 Ford Prefect saloon; £625. Also

1946 (Dec.) Ford 8 saloon, excellent mechanical condition, one owner since new; terms exchanges; £525

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9487

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

WE always have a good selection of Ford Prefects which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [9237

FORD Prefect saloon (1947), one owner, leather, new engine, tyres; £575.—Worthing 6123. [1059

1939 Ford 10, perfect, one owner; £425.—Tel. after 6.30, Palmers Green 8644. [9894

1946 Ford 10, one owner since new, reconditioned engine; £605; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [1000

1948 Ford Prefect saloon, 20,000 miles, beige, brown leather, one owner, ex. cond.

1947 Ford Prefect saloon, 25,000 miles, black grey, ex. cond.; £585.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9253

1949 Prefect saloon, spotless; £645.—Mitchell, 1 Balham High Rd., S.W.12. Balham 2754

1950 Ford Prefect saloon, 15,000 miles, excellent; leather; £790.—Harcourt Motors, Leamington Spa 1904. [9901

1950 (Nov., 1949) Prefect, black, carefully used and serviced; £795.—Campbell Symonds, Wembley 6262 [7155

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles; 3 months' written guarantee; £695.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7 [6623

PREFECT, 1950, July, 13,000, refinements, extras over £100, as new; above £825.—Red Cottage, Southend Rd., Billericay 665. [9895

1950 Ford Prefect saloon, black leather, mileage 7,000.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [6524

1950 (Oct.) Ford Prefect fawn saloon, as new, 5,200 miles; £825.—Chisnall, 8, Waleran Rd., S.E.13. Lee 4971. [1031

1950 Ford Prefect saloon, 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9462

1947 Prefect, green, leather upholstery; £625.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [9865

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1949 Ford Prefect, unmarked; £760.—Smith & Hunter, Ltd., 376, Kensington High St., London W.14. Tel. Western 2312. [9958

1940 Ford Prefect saloon, 2-door, with cloth upholstery, recellulosed, interior as new, reconditioned engine just fitted; £450.

1950 Ford Prefect saloon, black, leather interior, speedo 10,000, £875; also 1949 Ford Prefect saloon, green, cloth interior, 15,000; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1043

1950 Prefect, black, immaculate; £850.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8425

FORD Prefect, Oct. 1949, black and red leather, reconditioned engine; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9699

1939 (March) Ford 10 Prefect saloon, leather, very exceptional, £425; another 1938, £325.—348, King Street, Hammersmith. Riv. 2837/8. [9848

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579

£325.—Reg. 1941 Ford Prefect tourer, recellulosed, very clean condition, hide interior, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8999

1947 (March) Ford Prefect saloon, black, brown leather, exceptional condition; £565.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4731

1950 (Oct.) Ford black Prefect saloon, red leather upholstery, Regency seat covers, K.L. heater, Notek chrome spot lamp, 9,000 miles, careful owner; £835.—Write H. Needel, 16, Houghton Rd., Tottenham, N.15. [9607

265 gns.—Ford 10 1937 model saloon, black, green leather, good tyres, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9808

1948 (July) Ford Prefect de luxe saloon, black, with grey interior, fitted with special Bluemels spring steering wheel, gear lever extension and oil air cleaner and silencer, engine just reconditioned, an extremely smart car; £775.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9009

JACK ROSE, Ltd., offer 1949 Ford Prefect 4-door saloon appearance absolutely as brand new, mileage 8,000; 100-mile demonstration willingly; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5457

1951 model (registered Dec. 1, '50) Ford Prefect, green, leather upholstery, loose covers, heater, demister, 6,800 careful miles, just as brand new throughout, covenant-free; £825.—Pinto, 22, Norfolk Ave., Cleveleys, nr. Blackpool. [9604

3682 miles only.—1950 (first registered 1st Nov., 1950) Ford Prefect saloon, suede green, chromium, loose covers, appearance definitely indistinguishable new, spare unused, exceptional opportunity; £925; written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9514

MARBLE ARCH MOTOR SUPPLIES offer a choice of two beautiful Ford Prefect saloons, 1950 (Nov.), mileage 7,900, 4-door, in red leather upholstery and red carpeting, black finish, engine and tyres just as new, £895; 1949 (July), mileage 18,000, 4-door, in beige cloth trim, fawn carpeting, black finish, excellent mechanical condition, and new appearance, £815; terms or exchanges welcomed.—High St., Watford. [9385

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268.

AS new, post-war Ford 10 required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2768 (day).

FORD 14.9

125 gns.—1935 Ford 14.9 saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9992

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, colour blue, with blue leather upholstery, 11,000 miles.

1950 Ford Pilot saloon, colour green, with beige leather upholstery, radio and heater, 12,000 miles.

ABOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9376

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 5,000 miles; £1,215.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8709

NEWNHAMS, Ltd.

1950 Ford Pilot saloon, black with beige, radio, 8,000 miles exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9411

PHILIP RICKARDS, Ltd., offer:—

1950 Ford Pilot, black/brown, 11,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [9933

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 3,000 miles.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7449

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, blue, hide, radio, heater, 4,000 miles, and many others to select from.

56, Park Lane, W.1 (Regent 4866), and 374 Ealing Rd., Alperton, Middx (Perivale 3388). [1024

1950 (Oct.) Ford Pilot, 10,500 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [9919

FORD (V.8)

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Ford Pilot, 12,000 miles; £1,075.—Tel. Radlett 6167 and 5849. [9966

1949 Ford Pilot, leather, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2298

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot, black and brown leather, 14,000 miles, radio; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3827

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon; £1,075.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9513

1950 (Nov.) Ford Pilot V.8 saloon, 5,000 miles only; £1,050.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [9625

£385.—1939 Ford V.8 drop head coupe, heater, radio, spot lamps, etc.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [7801

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1938 Ford V.8 30hp saloon, sacrifice for £295.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [9724

1948 Ford Pilot, 15,000 miles, black, heater, radio; £875.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9701

1950 Ford Pilot, 9,000 miles, leather, radio, heater; £1,025.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9350

MAYFAIR COUNTRY CARS.—Ford V.8 78A model, roadster, excellent condition throughout, taxed; £365.—7, George Yard, Grosvenor Sq., W.1. Mayfair C131. [8137

£185.—1936 Ford V.8 de luxe saloon, clean condition, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7029

1950 Ford Pilot saloon, radio, heater, beautiful condition, low mileage; £1,100.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [4562

295 gns.—Ford V.8 (May, 1938) 22hp 4-door saloon, black, blue leather, carefully used, excellent condition; taxed; terms, exchanges.—Rowland Smith.—Below.

295 gns.—Ford V.8 (August, 1938) 30hp 81A 4-door saloon, blue, fawn cloth, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9804

900 miles only.—1950 Ford Pilot, black, fawn interior, heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9560

1948 Ford V.8 saloon, black, beige upholstery, an excellent motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5783

1949 Ford Pilot de luxe saloon, black, beige leather, radio, heater, 14,000 miles, one owner, very good condition throughout; £895; exchange considered.—Turner. Pal. 7955. [9049

1949 Ford Pilot saloon, blue with leather upholstery, fitted radio, as new throughout, new engine.—Alite Machines, Ltd., Pixmore Ave., Letchworth, Herts. Letchworth 965. [9598

1950 (October) Pilot, 3,000 miles, black, leather, wireless, heater; £1,275 or offers, or part exchange for tip lorry or dragline excavator.—Coe, Bishopstoke, Hants. Eastleigh 87421. [9166

1950 (October) Ford Pilot saloon, channel-green, beige leather upholstery, radio, heater, recorded mileage 8,200, many extras including loose covers; a truly unmarked and as new motor car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9639

1938 Ford V.8 30hp 4/6-seater drop head coupe, most attractive car, mechanically perfect, nearly new tyres, chrome spot, wind tones, bargain, £395, terms.—Traynor Motors, East Ham. Grangewood 2530. [9716

1950 (Aug.) Ford Pilot saloon, mileage guaranteed at 14,800, one owner, finished attractive pale green with brown leather upholstery, built-in radio, heater, spare unused, two wing mirrors, taxed December; the whole car in immaculate condition; trade enquiries welcomed; price £1,145.

MOTOURISTS (LONDON) Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5730

£355.—1938 Ford V.8 30hp saloon, clean, attractive car, mechanically sound, new battery, nearly new tyres; also 1937 drop head coupe in splendid original condition, £395; terms.—Traynor Motors, East Ham. Grangewood 2530. [9715

CAMDEN MOTORS.—Ford Pilot saloon (November, 1950), one of the very last covenant-free cars available for purchase before December next year, full de luxe model with leather upholstery, radio and heater, incredibly small mileage even for a car only just 12 months' old, condition throughout virtually indistinguishable from new; £1,045.

CAMDEN MOTORS.—Ford Mercury right-hand drive de luxe 6-seater saloon, 1947, streamlined body styling and full mouth-organ front, real leather upholstery, Tygan tailored seat covers, Whitewalls, etc., superb performance and mechanical order, all usual extras; £995.

CAMDEN MOTORS.—Ford V.8 (American) Custom special 6-seater drop head coupe, 1949 model, latest production body styling, overdrive and all 1950 features, condition literally as new; £1,675.

CAMDEN MOTORS.—Ford V.8 30hp saloon, 1939 model 91A, original condition throughout except for reconditioned engine fitted last January, very good tyres and a tip-top runner; £415.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [9783

FORD super de luxe Customs built, r.h.d., 1947, 24,742 miles, one owner, chauffeur kept, black, leather upholstery, incomparable condition in every possible way; £1,050, or will exchange with cash adjustment either way for smaller drop head; English, American or Continental or pre-war Rolls.—Transport Manager, Simmons, Croydon 1537. [9689

FORD (V.8)

7000 miles only; 1949 Ford Pilot saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9463

FORD V.8 Cars Wanted

AS new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0892

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

ALMOST new Ford V.8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

UTILITY—FORD OR OTHER BODIES

B. J. HUNTER, Ltd., offer:—

1937 Ford V.8 30hp utility, really good condition throughout; £350.—Below.

1937 Ford V.8 22hp utility, recent overhaul, bills here; £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9707

FORD Mercury utility (first reg. 1948), in excellent condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9754

UNDER 1,000 miles.—Fordson 10hp Martin Walter 7-seater utilecon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9481

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

WELL HALL ROAD GARAGE.

WANTED, good condition 8 or 10hp Fords.—Well Hall Road Garage, Well Hall Rd., Eltham, S.E.9. Eltham 3834. [8983

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9521

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FORD 8 popular front wings, £11 a pair, rears £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton. [0453

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0095

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

MANUFACTURERS have for disposal 6 brand new Ford V.8 30hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor and a number of Ford V.8 30hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

A NEW Fordson 8 Major TVO industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts, comprising fans, belts, dynamo, brush assemblies, harness wires, distributor caps, solenoids, manifolds, clutch plates, grease retainers, gaskets of all types, 10hp gear boxes, pressure plates, clutch discs, etc.—Write Box 4434. [9110

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1936 Frazer Nash-B.M.W., 2-litre, type 55, 2-seater cabriolet, gunmetal, engine, gear box and rear axle just completely overhauled, fitted with Bristol type brakes, exceptional order throughout; £495. [9321

FRAZER NASH-B.M.W. 2-litre drop head coupe, 1936, type 319/2, good condition; £290.—Box 5784. [1005

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 1939 327/55, also 327/80 coupe, 327/55 saloon and 326 cabriolet de luxe.—27a, Pembridge Villas, W.11. [9582

FRAZER NASH-B.M.W. 327/80 drop head, 1940, exceptional condition, many replacements; £1,000; seen near Oxford.—Tel. week-days Oxford 2080 working hours. [9621

FRAZER NASH-B.M.W. 326, 2 owners, 13,000 miles since overhaul, including new hood and lining, fitted heater and many extras; £750.—Cranleigh Motors, Cranleigh, Surrey. Tel. 523. [1115

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT, we are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [9565

1938-40 Frazer Nash-B.M.W. saloon or cabriolet required by private buyer.—24, Park Hill, Moseley, Birmingham, 13. South 1213. All letters answered. [6922

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.

1950 Healey Silverstone sports 2-str.

1949 Healey Elliott saloon, metallic grey.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [9681

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 Healey Abbott drop head coupe, 6,000 miles, latest type twin speaker, H.M.V. radio, a faultless example, B.M.T.A. consent, subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6919

BARTLETT.—Healey 1950 late type Silverstone, 11,000 miles, one owner, exceptional value; Healey Duncan drop head coupe, £1,350.—27a, Pembridge Villas, W.11. [9580

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone 2-seater, excellent condition, very fast, pale blue, £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [9955

Healey Cars Wanted

BARTLETT.—Healey saloon, drop head or tourer, urgently required.—27a, Pembridge Villas, W.11. Bayswater 0523. [9586

HILLMAN 10

DICKS.

1950 Series Hillman Minx Mark IV saloon, very superior condition; £1,045.—Below.

1948 Hillman Minx drop head foursome coupe, attractive car, superb condition; £825.—Below.

1947 Hillman Minx saloon, one country owner, super condition; £725.—Below

1946 Hillman Minx saloon, engine overhauled; £625.—Below.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn. Maida Vale 6888-9. [5610

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, radio, 4,000 miles; £1,135.

1950 Hillman Minx Phase IV drop head coupe, 8,000 miles; £1,125.

1949 Hillman Minx Phase III saloon, 10,000 miles; £995.

1948 Hillman Minx Phase II drop head coupe, 12,000 miles; £850.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8706

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-purchase Specialists.

1947 Hillman 10 drop head foursome coupe, fitted with chrome disc embellishers, beautifully maintained, must be seen to be appreciated; 629gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car, unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [9980

C. & S. MOTORS offer:—

1935 Hillman Minx saloon, only two previous owners, exceptional mechanical condition and appearance; 169gns or terms arranged.

1934 Hillman 10 saloon, good mechanical condition and appearance; £110 or £55 deposit.

C. & S. MOTORS, Dudden Hill Lane, N.W.10. Tel. Gladstone 8805. [9692

NORMAN AUTOS offer:—

1939 Hillman Minx drop head coupe, in immaculate condition, possibly the smartest on the road; £425.—354, London Rd., West Croydon. Thornton Heath 4657. [8967

CYRIL SHEPPARD offers:—

1950 (October) Hillman Minx Mk. IV convertible, 11,000 miles, beige and red, spotless; £1,075. —102, Kings Rd., Reading 2712 [9852

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx convertible coupe, black with red interior; 12,000 miles; £995.

836/842, High Rd., N.12. Hillside 0024. [9323

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 6,000 miles.

1950 Hillman Minx Mark IV saloon, dove grey, red leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 8761. [8740

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Hillman Minx, mileage 20,000; £975.—Tel. Radlett 6167 and 5849. [2580

1948 Hillman Minx saloon, Phase II, 19,000 miles unmarked; £865

1949 Phase III Hillman Minx saloon, immaculate condition; £895

1950 Phase IV Hillman Minx saloon, 11,000 miles, colour beige, red leather; £985.—R. S. Mead (Sales) Ltd., Queen St., Maidenhead. Tel. Maidenhead 1421/2. [8023

HILLMAN 10

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450. —Fortune Green Rd., N.W.6. Ham. 2811.

SELSDON ROAD GARAGE, CROYDON, offer:—

1948 (Sept.) Hillman Minx drop head coupe in black with fawn hood and brown hide upholstery; speedo. reading 23,000 immaculate car; £735.

54, Selsdon Road, S. Croydon, Surrey. Cro. 5410. [9547

GORDON CARS (LONDON), Ltd.—1950 Hillman P.III convertible sal.; £995.

GORDON CARS (LONDON), Ltd.—1949 Hillman P.IV saloon; £950.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9511

FOR sale, Hillman Minx, 1947, very good car; £670.— Tel. Meadway 5757 or Primrose 2576. [9175

1946 Hillman Minx saloon, black, brown leather upholstery, recently overhauled; £550.

H. CANNON, Ltd., Whitefield Place, Bradford. Tel. Bradford 41286. [9166

1950 Hillman Minx, 10,000 miles; £925.—Harcourt Motors, Chandos St., Leamington Spa. 1904. [9900

1934 Hillman 10 saloon; bargain, £175.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221, Mai. 1627. [8094

1949 Hillman Minx Phase III saloon, green, first-class condition throughout, bodywork and tyres; £950.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1040

1947 Hillman Minx saloon, good condition; £645. —Chesterfield Gardens Garage, Mayfair 6702. London. [9751

HILLMAN 1938 10hp de luxe saloon, nice condition, £355; '37/8 Buick wanted.—44, Stansfield Rd., S.W.9. Bri. 1345. [9661

1939 Hillman Minx saloon, black, bodywork in first-class condition, recondition engine recently fitted, £450

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7942

1939 Hillman Minx saloon, guaranteed; £340; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [9930

£395.—Hillman 10 1939 4-door saloon, engine just overhauled, leather interior, sliding roof, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [9198

1947 Hillman Minx, perfect condition; one owner. —Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [9402

£765.—1948 (Aug.) Phase 2 Minx foursome drop head coupe, grey, new hood, reconditioned engine, immaculately kept.

VICTORIA MOTORS, 32, Long Millgate (opposite Victoria Station), Manchester, 3. Blackfriars 1549. [8759

PHASE 4 Hillman Minx saloon, 11,000 miles, exceptional condition; £945.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9759

1950 Hillman Minx convertible, 1,000 miles.— British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [9468

200 miles.—1950 Hillman Minx Ph. IV saloon. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [9470

1949 Hillman Minx, in excellent condition throughout, fitted radio; inspection invited. Tel. Hop. 1731 between 9 and 5; £925. [9886

HILLMAN 10 saloons, ex-Government, unregistered, completely overhauled, recellulosed, perfect condition, choice of many; £535; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 5280/3700. [1002

1945 Hillman Minx, recently renovated and in faultless order; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [9421

1948 Hillman Phase II saloon, in good condition; £700.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6907 and 1530. [9577

1950 (October) Hillman Minx drop head coupe, green, heater and clock, 12,000 miles, in perfect condition; £1,000; no offers.—Box 5719. [9212

HOLDER of import licence sought for English registered 1939 Hillman Minx saloon, excellent condition; £250.—26, Dundela Park, Sandycove, Dublin. [9637

1950 (November) Hillman Minx saloon as new, leather, heater, radio, rimbellishers, 6,700 miles, light blue, privately owned; £1,025.—Box No. 5783. [1004

1950 Minx Mk IV, black, another finished green, trade and part exchange enquiries invited.— G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6061

1934 Hillman Minx 4-door saloon, grand little car; £145.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [4539

1947 Hillman 10 drop head coupe, grey, in very good condition throughout; any trial; £650. —Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6091

1947 Hillman Minx saloon; hire purchase and part exchanges; £630.—Blue Star Garages, Ltd., 364, Kensington High St., London, W.14. (Western 6651-2.) [9566

£399.—1940 Hillman Minx de luxe saloon, clean condition, identical to post-war model.— Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1951

1948 Hillman Minx Phase II saloon, grey, one owner, 20,000 miles; £795.—Vandervell's (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4461. [8647

1949 (March) Hillman Minx Phase III saloon, black, one owner, excellent condition, radio and heater.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [9726

1948 (Nov.) drop head coupe, black, heater, first-class condition, just overhauled for owner's use, unexpected sale; £835; seen Sloane Square or Crawley, Sussex.—Box 5797. [9371

HILLMAN 10

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx saloon de luxe, one owner from new, an exceptional motor car; £365; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2324

1947 Hillman Minx 4-door de luxe saloon, engine reconditioned, bargain; £685; terms and exchanges.—Moreton Garage, 33b, Church St., Kensington, W.8. Tel. Western 3320. [6497

695gns.—Hillman Minx (1948 series) 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

425gns.—Hillman Minx 1939 10hp de luxe 4-door saloon, black, sliding head, red leather, good tyres, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9805

1938 (late) Hillman Minx saloon, band box appearance, good performance, really outstanding appearance; bargain £395; terms, exchanges.— Temple Cars, 136, Burton Rd., Derby. Tel. 45614. [9300

TANKARD & SMITH, Ltd., offer 1948 Phase II Hillman Minx saloon, grey with fawn cloth, in excellent condition and open to any trial or inspection; written guarantee; H.P. and part exchange available; £645.— 226-232, High Rd., N.15. Stamford Hill 3291. [9575

1948 (October) Hillman Minx Phase II drop head 4-seater coupe, black and chromium, fawn leather, one ownership, quite immaculate, thoroughly recommended; £795; written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9516

1949 (Feb.) Hillman Minx Ph. III saloon, finished attractive pale green, grey cloth, leather trim; mileage 19,000; one private owner, fitted twin Lucas defrosters, spotlamp, tyres good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed; price £875.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-3. [5720

HILLMAN Minx Phase IV drop head coupe, first registered October, 1950, carefully driven and maintained by one fastidious owner for 5,000 miles only, absolutely immaculate and without blemish; very smartly finished in green with brown interior and fitted with all latest modifications; exchanges and hire purchase welcomed.—Cox's Motors, Ltd., Conduit St., Leicester. Tel. 60519. [9458

HILLMAN 14

1939 Hillman 14 de luxe saloon, excellent condition throughout; £445.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. [8100

£425.—1939 model Hillman 14 de luxe saloon, recellulosed black, hide interior, very clean condition throughout, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1051

A BEAUTIFUL Hillman 14 de luxe saloon, 1938, maintained by original owner in perfect condition in every detail; absolutely faultless in every way and runs like a new car; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [9332

HILLMAN 21

£195.—7-seater Hillman 21 limousine, division, face forwards, black.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [9193

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

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ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

MANCHESTER.—123, Deansgate. (Blackfriars 6877.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

A 6 new, post-war Hillman required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2366 (day). [0739

CASH immediately for good Hillman.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9531

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2390. [0792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0452

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0368

NOTTINGHAMSHIRE distributors Humber Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552

Hillman Spares and Service

NORMAND, Ltd.

THE best ensures a longer car life.

BRING your car to 465-9, King St., W.6. Riv. 3665. [0835

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-85, Pentonville Rd., N.1. Terminus 1001-7. [0324

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge S.E.13. Lee Green 8585. [0720

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HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1949 (first registered October, 1948) two-door grand sport Hotchkiss saloon; two owners; grey with red leather upholstery; speedometer reading 20,000 miles; in extremely good condition.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9589

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3234

AIRSPEED MOTORS, Colnbrook By-pass. Tel. Colnbrook 208, offer 1934 Hotchkiss shooting brake; £85. [9676

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0515

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties, offer:

NEW and unused H.R.G. cars available for early delivery.

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CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0564

HUDSON

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, colour grey; speedometer reading 16,501 miles; just passed by Hudson Motors; fitted with radio and heater; left-hand drive; in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9586

1937 Hudson Terraplane 16.9 7-seater limousine, in good order, one owner, makes excellent hire car; £350.

GEE CARS, Ltd., 60/62, Queenstown Rd., London, S.W.8. Mac. 3365. [9432

1938 Hudson black saloon, 19hp, Bedford cord, new tyres, nice condition; original owner since new; price £425.—Apply Stanway, Grasmere, Mere. (Bucklow Hill 2217.) [9589

£475—1938 Hudson 22hp special saloon, fitted beautiful loose covers, spotless bodywork, excellent chassis, really genuine condition motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1026

Hudson Cars Wanted

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SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Hudson. Wembley 8691/2. [0961

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8691/2. [0465

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins Twickenham. [0566

HUMBER

J. DAVY offers:—

HUMBER Super Snipe, 1949, black/grey hide, loose covers, 15,000 miles only; £1,450.

HUMBER Hawk, 1950 September, black/red hide, Rootes heater, one owner, 11,000 miles only; £1,395.

HUMBER Hawk, 1949 November, satin bronze/red hide, H.M.V. radio, Rootes heater, one owner, moderate mileage; £1,295.—180-182, Kensington High St., W.8. Western 9641. [8669

CAR MART Ltd.

1949 Humber Hawk saloon, radio, heater, 7,000 miles; £1,425.

1949 Humber Super Snipe saloon, heater, 12,000 miles; £1,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8707

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

B. J. HUNTER Ltd., offer:—

1950 Humber Hawk 14hp saloon, really superior order; £1,195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8674

1949 Humber Super Snipe, black.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5266. [9074

HUMBER

LAYTONS OF OXFORD offer:—

£1095.—1948 Humber Hawk, in exceptionally good condition, finished in black with brown leather; terms over 24 months; one quarter deposit.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [9188

BROOKLANDS for individuality.

1949 Humber Super Snipe, as new.

103, New Bond St., London, W.1. Mayfair 8351/6. [4554

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 16hp saloon, black, red leather, radio and heater, 8,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,700 miles.

1950 Humber Super Snipe Mark III saloon, black, brown leather, radio and heater, 11,000 miles.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 8,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1015

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, black and brown, radio, 14,000 miles; £1,495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3825

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 series Humber Super Snipe saloon, heater and latest twin speaker H.M.V. radio, immaculate; £1,695.

1951 model Humber Super Snipe, 3,000 miles, an absolutely new car; £1,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9665

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Humber Hawk saloons, choice of two, from £975.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3568. [9975

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe touring lim.; £1,675.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 16hp saloon; £1,450.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon; £1,295.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon; £1,250.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9512

£250.—Humber 1935, 23hp, Hackney, £10 tax; sound condition.—Box 5775. [9905

1950 Humber Imperial saloon, black, immaculate condition, 9,000 miles; £1,900.

BRYCE MOTORS, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [1113

1950 Humber Super Snipe Tickford drop head coupe, green, radio, heater, 17,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9255

1949 (July) Humber Super Snipe saloon.—Ernest Sutton, Tel. Rogate 4 (trade only). [9920

1948 Humber Hawk saloon, grey with grey leather, 30,000 miles; carefully maintained; £975.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [9305

1949 (August) Humber Super Snipe, 26,000 miles, black, in perfect condition; £1,295.—Box 5720. [9213

1949 Humber Super Snipe saloon, black; £1,325.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [7718

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2311

HUMBER 21hp saloon, black, in exceptionally good condition; £595.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2565

1948 Humber Pullman, black, excellent condition, moderate mileage; interior heater; one owner; £1,350.—Mou. 4474. [9309

1800 miles: 1950 Humber Hawk Mark IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9471

1948 Humber Hawk saloon, black, excellent condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9950

1951 model Humber Super Snipe saloon, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9469

1949 Humber Super Snipe, black with brown leather upholstery; 22,000 miles; heater, radio; in very excellent condition; carefully used.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [9396

£850.—Super Snipe, 1947, excellent condition.—Potter & Richards, Kensington 6955, or write Richards, 62, Princes Gate, Mews, S.W.7. [8925

1950 (Oct.) Mark IV Humber Hawk, blue, heater and extras fitted, 7,000 miles only, one owner, immaculate; £1,450; 3 months' guarantee.

CARRIS MOTORS, Lewisham Bridge, S.E.13. Lee Green 8585. [8788

1949 Humber Hawk saloon, black with brown leather; very carefully maintained; £1,150.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [9344

1950 Humber Hawk saloon, 11,000 miles, bronze, red leather, radio, immaculate; £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9743

HUMBER

HUMBER Hawk, April, 1950, bronze with red leather, 12,000 miles, heater, as new; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9697

800 miles only; November, 1950, Humber Hawk 16hp, black, brown leather.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9563

1950 (1951 features) Humber Super Snipe saloon, 5,000 miles, black, beige interior.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9562

550gns.—1940 (reg. 1944) Humber 16.9hp 4-door de luxe saloon, recond. engine 8/80 on top, £195 deposit.—George Clarke (Motors) Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [6948

HUMBER Imperial 1950 7-str., 10,000 miles, black with brown leather, fitted loose covers; £1,795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9703

CAMDEN MOTORS.—Humber 16hp Snipe saloon de luxe, 1946, late registration, most attractive metallic grey finish with leather interior; carefully owned and maintained and nominal mileage only; £745.

CAMDEN MOTORS.—Humber Super Snipe saloon de luxe, 1947 (May), black with brown leather interior, one careful owner only, regularly serviced by distributors, most attractively priced; £895.

CAMDEN MOTORS.—Humber Super Snipe saloon, 1949, unblemished black coachwork with brown hide interior; very small mileage, practically indistinguishable from new; £1,295.

CAMDEN MOTORS.—Humber Vogue 12hp saloon de luxe, 1935, very pretty body, outstanding condition for year with excellent coachwork; no signs of body rot, etc., obviously well cared for throughout its life; £235.

FOR selection of Humber limousines see our special advert on page 46 in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [9772

1951 Series Humber Super Snipe (Nov. 14, 1950), mileage 2,000, grey, grey leather, absolutely new and unblemished; can be seen here any time; genuine car; private owner.—Offers to Tyler, Chipping Sodbury. Tel. 2339. [9602

1949 Humber Pullman limousine, first registered 8/8/49, face-forward occasional seats, finished black exterior and upholstered in brown hide to interior throughout, mileage approximately 12,000, chauffer driven, an immaculate car, open to any inspection and trial.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [9457

1949 (Aug.) Humber Hawk de luxe sun saloon, 12,000 miles only; one owner; finished black, leather trimmed cloth upholstery, tailored loose covers, H.M.V. push-button radio, twin mirrors, spotlamp, taxed December, in really immaculate condition all round; excellent mechanical order; trade enquiries welcomed; price £1,275.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5728

1951 Series Humber Super Snipe saloon; this car literally indistinguishable from new, is finished in black with fawn leather, loose covers, 8,000 miles only, has had only one ownership; opportunity to acquire car in almost new condition for immediate delivery; written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9532

ALPE AND SAUNDERS Limousines 1946/1947, partition widest occasionals, black, privately owned, carefully maintained, reasonable cost.

6000 miles only. Limousine 1948 delivery, partition, black, delightful condition, original owner.

1949 Limousine, Phase-II, 17,000 miles, black, original owner, excellent throughout, reasonable cost. Seen:-

ALPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941 [8404

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ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

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ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

1947/8 limousine, in good condition.—BM/Press, London, W.C.1. [9266

AS new, post-war Humber required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 1288 (day). [0750

ALMOST new Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0642

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

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DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Part & Accessories.

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W. 1. (Grosvenor 2287).

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STREATHAM (Streatham 7751).

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GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

S. MORRIS & Co.

29-31 Edgware Rd., London, W.2. Tel. Pad. 3075-6, offer:—

1949 Jaguar Mk. V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner: £1,595. [7444

H.W. MOTORS, Ltd.

1950 (June) Jaguar 3½-litre Mk. V saloon, black, brown hide, one owner, low mileage: £1,925.

1939 1½-litre drop head coupe, black/beige leather, having had regular service by ourselves, this car is in excellent mechanical order, bodywork is worn but sound, and we can recommend it as being excellent value at £475.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1487. [8445

B. J. HUNTER, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment model; £985.—Below.

1939 Jaguar 1½-litre sports saloon, immaculate condition; £495.

B. J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [9714

WEMBLEY COURT MOTORS offer:—

1950 Jaguar 3½-litre Mk. V saloon, black, fitted H.M.V. radio, low mileage, immaculate condition; bargain, £1,825.

1946 Jaguar 3½-litre saloon, just recelluloesed completely silver gun metal, in very good condition all round; £850.

1948 Jaguar 3½-litre saloon, silver gun metal, fitted H.M.V. push-button radio and Ace wheel discs, a very nice car; £1,125.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1044

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield) Ltd. 435 Hertford Rd. Enfield. Howard 1651. [5061

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Jaguar 3½-litre saloon, excellent condition; £1,050.

1950 Jaguar Mark V 3½-litre saloon, 3,900 miles, latest type H.M.V. radio, a faultless example; £2,350.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9666

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V drop head coupe, 9,000 miles, black and biscuit; £2,500.

1938 Jaguar 2½-litre saloon, grey and blue leather, radio, discs, complete engine overhaul; £625.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3822

1948 2½-litre Jaguar coupe, 22,000 miles.—Tel. Uplands 3097. [9174

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre mk. V saloon; £1,875.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 2½-litre mk. V saloon; £1,850.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon; £1,175.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon; £1,095.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon; £895.

GORDON House, 373 Euston Rd., London, N.W.1. Euston 6611. [9509

1939 2½-litre Jaguar model 100 sports 2-str., an exceptional car throughout; £625.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [7791

BEARTS of Kingston, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

XK 120 Jaguar (November) 1950, as new; highest offer accepted.—Bournemouth 250, office hours. [9608

1948 3½-litre Jaguar saloon, cream; £1,250.—C. A. Peto Ltd., 42 North Audley St., W.1. May. 3051. [7719

XK 120 Jaguar, 1,400 miles only, 1951 model, black, red leather, one owner, as brand new; choice of two.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [9450

JAGUAR

1948 (Sept.) Jaguar 3½-litre drop head coupe, grey, H.M.V. radio, spotless condition, privately owned; £1,495.

A. & B. MOTORS (NEWTON-LE-WILLOWS), Ltd., Mill Lane, Newton-le-Willows, Lancs. Tel. 3301-2.

1939 Jaguar 1½-litre saloon, colour black, very exceptional car, any test welcomed; £565; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 705-707, Romford Rd., Manor Park, E.12. Ilford 1681. [8047

DEC., 1946, 3½-litre Jaguar, in very nice condition, one owner since new.—Arthur Prince's Garages, Loughborough 3245. [1105

JAGUAR 2½-litre Mark V saloon, 1950, battleship grey/biscuit hide, radio, 10,000 miles only; £1,995.—J. Davy, Western 9841. [9409

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

JAGUAR 3½-litre, 1948, excellent condition, colour silver birch, radio; bargain at £1,150.—Hunt, 4, Lambeth Palace Rd., S.E.1. Wat. 7041. [9161

1948 Jaguar 3½-litre saloon, new engine 1951, radio, heater, discs, owner emigrating; £1,300.—Col. Stephen, Farnborough (Hants) 1113. [9202

1949 1½-litre Jaguar lavendar grey saloon, special equipment model, discs, condition as new, 13,000 miles; £1,475.—Tel. Maidenhead 124. [9612

1950 (July) Mk. V 3½-litre saloon, 12,000 miles, heater and radio, black, chauffeur maintained and in perfect condition; £1,900.—Box 5721. [9214

MARK V 2½-litre 24/3/50 black saloon, tan hide, H.M.V. and heater, 11,600 miles; £1,900.—Write, etc., Maurice Jackson, 17, Wilbury Grove, Hove. [9550

£950!—1947 Jaguar 3½-litre saloon, positively unmarked, one owner, open any examination.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [9675

1947 Jaguar 1½-litre saloon, one owner from new, immac. condition; £995.—Penn Garage (W/Ton), Ltd., Penn Terminus, Wolverhampton. Tel. 36737. [1070

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1948 Jaguar 1½, 16,000 miles, grey with grey leather interior, whole car absolutely unmarked, tyres as new, radio, taxed; £1,050.—Kelsey, 8, Stony St., Frome 2030. [9273

1939 Jaguar 2½-litre saloon, reconditioned engine fitted which has only run 11,000 miles, whole car is genuinely equal in condition to low mileage post-war model; £595.

PETER BANTOCK CAR SALES, 104, High St., Chiswick 2725/5870. [1034

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1949 Jaguar Mark V 2½-litre saloon, black, 5,000 miles, new condition; £1,795; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [9686

1950 Jaguar mark V 3½-litre saloon, 8,000 miles, black, red interior, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9561

1939 Jaguar 1½-litre drop head foursome, in very good condition, any trial, bargain price; £425; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [9987

ROSE & YOUNG, Ltd., offer: 1948 Jaguar 1½-litre saloon, special equipment model, low mileage, black; £945.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464. [9954

1949 3½-litre Jaguar saloon, finished in black, with brown leather interior, splendid condition, special equipment, discs, pass lights; £1,075.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [9738

1939 2½-litre Jaguar saloon, mist green, hide upholstery in original condition, engine reconditioned in exceptional condition, taxed; £475; exchange Ford V8 considered.—30 Cresthill Ave., Grays, Essex. Tel. Tilbury 2086. [9167

1950 Jaguar Mark V 2½-litre saloon, colour black, brown leather, H.M.V. radio, heater, taxed, genuine mileage only 6,000, this car is indistinguishable from new; £2,150.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 431/2. [8020

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1946 (June) 1½-litre Jaguar saloon, colour black with beige leather upholstery, fitted Ace discs, genuine mileage 15,000, this car is in exceptional condition, must be seen to be appreciated, supplied and maintained by distributors.—A. L. MacVitie, Malvern. Tel. 300. [9635

JAGUAR 2½-litre saloon, registered September 1948, colour suede green, disc wheels, heater, air conditioning, defroster, etc., fitted with new tyres, and battery, one owner, mileage 22,000; price £1,200.—Aldridge, 31 Pitfield Ave., Newcastle, Staffs. Tel. Newcastle Staffs 69024. [9279

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JAGUAR

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CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, metallic grey with grey leather interior, beautiful appearance, well maintained by very careful owner; £525.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946 (November), practically unblemished grey paintwork with fine hide interior, sunroof, passlights, wheel discs, etc., most attractively priced; £845.

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CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, attractive coachwork with leather interior, fitted discs, passlights, etc., 5 practically new tyres, very fast; £395.

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CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

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URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

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1939 Jowett Ship saloon, black; £300.—Buntings Jowett Agency, Harrow. Tel. 6225-6. [9946

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1950 Javelin de luxe saloon, maroon, H.M.V. radio, heater, 15,000 miles, one owner, excellent condition, no dealers; £1,250.—C. N. Wilson, Vincent House, Pembridge Square, W.2. [9566

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LAGONDA V.12 foursome drop head coupe, finished in metallic grey with red leather upholstery, first registered March 1939, small mileage and maintained regardless of cost.

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1940 Lagonda 12-cylinder short chassis sports saloon, Sanction II engine, magnificent condition, faultless history; £1,795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9856

1938 (Oct.) Lagonda V12 Windover limousine, 6,795 miles only, last licensed 1939, a new car; £1,575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9351

1939 Lagonda V.12 2/3-seater Rapide drop head coupe, Sanction II engine, recent complete overhaul, beautiful condition, very fast; £1,795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9857

1951 Lagonda Rapier racing 2-seater, built from new spare parts with underslung short chassis, 3.75 ratio, 100 mph; new tyres; road equipped; taxed December; £495.—V. W. Derrington, 159 and 161, London Rd., Kingston-on-Thames. Tel. 5621-2. [5820

275 gns.—Lagonda, 1955 model, 3½-litre de luxe 4-door saloon, black, leather upholstery, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9807

Lagonda Cars Wanted

2-litre wanted.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [9294

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advert on page 1611. [0217

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre V 12 models; service engines in stock.

LAGONDA Ltd. Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

LANCHESTER

B. J. HUNTER, Ltd., offer:—

1939 Lanchester 14 saloon, showroom condition; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5705

1951 series Lanchester 10hp saloon, maroon with maroon leather, low mileage; £1,245.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2566. [9306

1948 Lanchester 14 saloon, mileage 16,000, one owner, as new; £1,000.—Wokingham Motor Co., Finchampstead Rd., Wokingham 380. [9444

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

495 gns.—Lanchester Roadrider, June, 1938, 14hp de luxe 4-door saloon, green and black, sliding head, green leather, preselector, IFS, carefully used, excellent condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9808

LANCHESTER 14 Roadrider 5-seater sun saloon, fluid flywheel 1940 model, £10 tax, black, red hide upholstery, very moderate genuine mileage, engine completely overhauled and sleeved recently, cost £87, excellent appearance and tyres, any trial; £625.—Mitchell, Burdesley Paper Works, Birmingham. Tel. Victoria 0505 or Henley-in-Arden 120 (week-end). [9894

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 598/6, Greenford Rd., Greenford Middx. Waxlow 2643. [8060

STRATSTONE, Ltd., Lanchester distributors, urgently require post-war Lanchester cars; prompt inspection and payment.—40, Berkeley St., W.1 (Mayfair 4404). [9565

Lanchester Spares and Service

AROOT MOTORS, Ltd.

AROOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grand Rd., Addiscombe 2951. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0669

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham. S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd. for Lancia.

FIRST-CLASS examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274 [4372

CHIPSTEAD MOTORS Ltd.—See our advert. under "Sports Cars." [7415

RICHARDS & BROWN offer: Augusta 1936 saloon, £325; Aprilia 1937 saloon, £595.—Ravensbourne 6479. [1085

1939 (July) Lancia Aprilia saloon, blue and silver, reconditioned at works: £825.—Wimbush & Co., Ltd., Abbey 6496. [1575

LANCIA 32hp 1931 Dilambda, black Mulliner body, excellent condition.—Offers to Bel. 5619, 251, Collingwood Rd., Sutton, Surrey. [9917

LANCIA Aprilia 1937 drop head coupe, extensively overhauled, excellent throughout; £560.—Stribley, 11a, Sherbourne Rd., Acocks Green, Birmingham. [9557

DILAMBDA, 1937, with Farina saloon body, completely overhauled at cost of over £800; quick sale for £475.—Kensington 6985 or write Richards, 62, Princes Gate Mews, S.W.7 [9424

AIRSPEED MOTORS, Colnbrook By-pass. Tel. Colnbrook 206, offer 1939 Lancia Aprilia saloons, exceptional condition throughout, £995; 1938 Aprilia drop head coupe by Farina, £695; 1939 Aprilia saloon, 100% condition, £825; 1938 Aprilia saloon, far above average, £725. [8635

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N 20. Tel. Hillside 2595. [0345

LANCIA Augusta drop head required, good condition essential.—Harrison, Knoll Farm, East Brent, Highbridge, Som. [9515

KEVILL, DAVIES & MARCH, Ltd. will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burtage Lane, Manchester, 19. Rus. 2874-5. [0077

JOHN S. TRUSCOTT, Ltd. urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [4616

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-str., small mileage, exceptional.

103, New Bond St., London, W.1. Mayfair 8351/6. [4556

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1950 Lea-Francis 2½-litre sports, gunmetal, green leather, rimbellishers, wind-up windows, one owner, 15,000 miles, heater, carefully maintained; £1,525.

1951 Lea-Francis 14hp streamlined saloon, black, beige hide, one owner, 5,000 miles only, B.M.T.A. permission to sell; £1,775.

1951 model Lea-Francis 14hp saloon, I.F.S. latest body style with lamps in front wings, maroon leather, one owner, radio, heater and demister, guaranteed perfect; £1,595.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [9887

1950 Lea-Francis 18hp grey 2/4-seater sports, in excellent condition; offers to—Mr. Harris, 1, Lowther St., Whitehaven, Cumb. Tel. Whitehaven 241. [9601

1950 (May) Lea-Francis 2½-litre sports 2-4-seater silver with green leather, one owner 18,000 miles, exceptional condition throughout, including tyres scarce model offered at £1,450

WHEELERS (NEWBURY) Ltd., The Broadway. Tel. Newbury 1020 [6455

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 8691-2. [0669

LINCOLN-ZEPHYR

1937 Lincoln-Zephyr 37hp, black, good condition; £250.

H. CANNON Ltd., Whitefield Place, Bradford. Tel. Bradford 41288. [9187

LLOYD

345 gns.—Lloyd 650, November 1949, 8hp 2/4-seater Roadster, cream, fawn leather, very good condition, taxed, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9809

MARAUDER

MARAUDER.—We are about to dispose of one of our demonstrators, completed for the Geneva Show this year; this rather special car is to Marauder 100 specification (2.4-litre engine with 3 carburettors) and is fitted with overdrive, heater and radio; its performance through the gears is 0-80 in 28 seconds, and it has a maximum speed of 95; it has a new hood and is comparable to new in all respects.

WILKS, MACKIE & Co., Ltd., Dorridge, Birmingham. (Telephone: Knowle 3126). [1112

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 500 4/5-seater cabriolet, right-hand steering, green with red leather, in exceptional condition.

1938 Type 230 20hp 4/5-str. cabriolet with Continental steering.—Victoria 8715. [9651

1939 Mercedes-Benz Special 2-seater sports, black and silver.—Jack Olding & Co., Ltd., North Audley St. W.1. May. 5242. [1021

MERCEDES-BENZ 38/250 open 4-seater sports, in magnificent condition throughout, must be seen to appreciate; photo sent to genuine enquirer; £425 or near offer.—6, Hawthorn Rd., Wallington. Tel. Wallington 6099 after 7 p.m. [9985

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.—Mercedes-Benz 500K, 1937, 4-5-seater cabriolet, reconditioned engine just installed, coachwork (black), chrome plating and interior red hide all in superb condition; exchanges, terms. [9341

1938 Mercedes-Benz model 540K 2-seater drop head coupe with invisible dickey, many expensive extras, coachwork in old ivory with genuine pigskin upholstery, recorded mileage 26,000-odd and by the general condition of this car this may well be the total mileage; this must be one of the best of these fine cars in existence.—Metcalfe & Mundy, Adam & Eve Mews, Kensington, W.8. Wes. 4795. [9631

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd. Sales Service and Spares 111 Grosvenor Rd. S.W.1. Victoria 8715-6 Night Service Victoria 3144 [7002

MERCURY

CAMDEN MOTORS.—Mercury Eight special 6-seater drop head coupe, 1947, immaculately finished in very pale blue with full length chromed waistline and super modern streamlined body styling, interior sumptuously furnished in light grey with tartan loose seat covers, radio, heater, concealed interior lighting, map lights, push button hand brake release and every possible luxury, excellent mechanical condition throughout; £1,295.

CAMDEN MOTORS.—Mercury 8 special 6-seater drop head coupe (convertible) 1949 model, equipped with overdrive and electrically operated windows and hood, all controlled by push button, even the adjustment to the seats being electrically operated, body styling of super modern design, being similar to the current production model, interior lavishly equipped with every conceivable luxury, built-in radio of magnificent tone, air-conditioner with demisting and de-icing, searchbeam pass lights, map lights, etc., recorded mileage 11,200, but the whole car is in such superb condition that the mileage might easily be taken for a much lower figure, Whitewall tyres as new; photo supplied to genuine prospective purchaser; £2,250.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. [9753

M.G.

CAR MART, Ltd.

1947 M.G. T.C. 2-seater, 13,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8710

H.W. MOTORS, Ltd.

1950 (Feb.) T.D. 2-seater, cream green upholstery, 6,000 miles, condition throughout as new; £1,000.

H.W. MOTORS Ltd., Walton-on-Thames 783 and 1457. [9958

GUY ALFREDS offer:—

1950 M.G. 1¼-litre, radio, heater.

1946 M.G. T.C. sports roadster, new factory engine, exceptional.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268 [6392

ELITE MOTORS offer:—

1946 (late) M.G. T.C. sports 2-seater, red cellulosed, with beige upholstery, nominal mileage, twin windtone horn, all-over tonneau cover, excellent road performance; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [9744

M.G

JACK ROSE, Ltd., offer:—

1950 (November) M.G. 1¼ saloon in bronze, almost as brand new; accept £1,135.

1947 M.G. T.C. 2-seater, in British racing green, one owner, many extras; £615.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6077-8. [9852

WOODBAIN CARS offer:—

£395.—M.G. 10hp T type sports 2-seater, completely reconditioned crank just reground, etc., immaculate appearance; a pippin.

£295.—M.G. 8hp P type sports 2-seater, in superlative condition, runs like a dream.

£245.—M.G. 8hp P type sports 4-seater, sound, smart, reliable car.

£215.—M.G. 8hp J2 open sports 2-seater, green, a real beauty.

£85.—M.G. 13.9hp 14/40 Mark IV open sports 4-seater, a really sound, reliable vintage M.G.

MANY other M.G.s in stock; terms.—Woodbain Cars, the M.G. Specialists, 6 and 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [1075

CYRIL SHEPPARD offers:—

DECEMBER, 1949, M.G. T.C., black, red leather, spotless; £795.—102, Kings Rd., Reading 2712. [9828

ROSE & YOUNG, Ltd., offer:—

1950 (November) M.G. 1¼-litre saloon, 9,000 miles only, unmarked inside and out, spare unused, satin bronze finish, £1,145.

1949 M.G. T.C. 2-seater, as new, ivory with red leather, £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [9956

GLANFIELD LAWRENCE offer:

1939 2-litre M.G. sports saloon complete mechanical overhaul, superb body, exceptional performance; £565.—407, High Rd., N.12. Finchley 0001. [8109

HAROLD RADFORD & Co., Ltd.

1950 (Sept.) M.G. 1¼-litre saloon, black with green leather upholstery, speedometer reading 9,902 miles, fitted with H.M.V. radio, in new condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [7413

CHARLES FOLLETT, Ltd., offer:—

M.G. 1949 T.C. Midget, black, beige leather, one owner, bumpers front and rear, excellent condition; £775.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [9890

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, black, beige leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1017

1935 M.G. Magnette, excellent condition; £285

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3586 and 3587. Open week-days 9 a.m. to 7.30 p.m. [7765

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition, £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,300, immaculate condition; £895.—D. J. Shepherd & Co. (Enfield) Ltd., Hertford Rd., Enfield. Howard 1631 [6137

M.G. TC 1949, sky blue, one owner; £775.—Box 5714. [9200

1950 1¼ M.G. 4-str. tourer, green/fawn int. as new, one owner.

TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9257

1949 M.G. sports, green, 10,000 miles, as new; £790.—Folkestone 2522, evenings. [8854

£298.—M.G. 2½-litre 1936 4-door saloon, cellulose as new, good chrome, etc., many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [9198

1949 (Sept.) M.G. T.C. 2-str., black, mileage 6,000, indistinguishable from new; £855.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [7541

BEARTS, of Kingston M.G. specialists, sales, spares, repairs.—102, London Rd. Kingston Tel. Kin. 3346.

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0505

M.G. 2-seater J 2 type, good condition.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0196. [9051

1950 M.G. 1¼ saloon, as new, one owner, 10,000 miles; £1,165.—Moores, Jaguar House, Hove 38678. [9656

1947 M.G. Midget, low mileage; £695.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221 Mai 1627. [8095

1946 M.G. type T.C., immaculate appearance, perfect mechanical condition; £575.—56, Avoca Rd., S.W.17. [1106

1947 T.C. series M.G., unmarked and perfect mechanical condition; £650.—Whittles, 22, Spencer Ave., Leek. [9541

1949 (Nov.) M.G. 1¼ saloon, green, 18,500, radio, excellent throughout; £1,000.—Potter, 25B, Albany Villas, Hove, Sussex. [9587

1937 M.G. 2-litre, excellent mechanically, very clean coachwork; £355.—Kings Motors, 1, High St., Hounslow. Tel. 3582. [9399

M.G. 1933 12hp saloon, recently rebored, new battery, good tyres; £240.—N. Walmsley, Rose Farm, Thorpe-le-Soken, Essex. Tel. 274. [9647

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G

1939 M.G. 10hp Tickford drop head coupe, showroom condition, 35 m.p.g., uses no oil, or exchange van or utility.—After 4 o'clock, Kingston 6769. [9203

1950 (Nov.) M.G. 1¼ sun saloon, 5,000 miles only, one private owner, fitted radio, as new throughout, taxed; trade enquiries welcomed; price £1,275.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [6732

1949 (October) M.G. T.C. 2-seater, red, red leather, a one owner car, immaculately maintained throughout its small mileage; another finished in ivory.

RIPCO, Ltd., 16, Albermarle St., Mayfair, W.1. Regent 2952-3-4. [9447

1950 model M.G. (Dec., 1949) T.C. 2-seater, black, fawn upholstery, radio, good tyres, low mileage; £795.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [9846

MAYFAIR GARAGES, Ltd., July 1947, T.C. sports 2-seater, black, beige leather, nominal mileage, smart car, in first-class condition throughout, 3 months' guarantee; £595.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9—6. Sats. 9—12. [9369

1939 M.G., TA, completely stripped and reconditioned, resprayed and rechromed, new hood and screens, good tyres; £600 or nearest offer.—Browning, Stanford Rivers, Ongar. [9162

1949 M.G. TC 2-seater, 13,000 miles, black with red leather, one owner only; £850; deferred terms.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Perivale 4404-5. [9994

495 gns.—M.G. 1938 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; taxed; terms, exchanges.—Rowland Smith.—Below.

595 gns.—M.G. Midget (September, 1946) 11hp TC 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

395 gns.—M.G. Midget, 1937 model, 10hp T 2-seater, black, green leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith.—Below.

125 gns.—M.G. Midget, 1931 model, 8hp sports 2-seater, black, unworn tyres, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9811

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre drop head coupe, finished in blue with blue leather upholstery, an exceptionally nice car; £595.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [8435

1937 (July) M.G. 1½-litre drop head coupe, in really unusual condition, colour ivory, red wheels and hide interior, hood, tyres, etc., new; any examination welcomed, £475; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6753

1950 (August) 1¼-litre M.G. saloon, genuine mileage 12,000, colour maroon, maroon leather, indistinguishable from new; £1,135.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [1030

1949 (Nov.) M.G. 1¼-litre saloon, finished in sun bronze with red leather upholstery in really immaculate condition, nominal mileage, late property of M.P.; £1,100.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [8287

1948 (Nov.), TA14 drop head foursome coupe by Tickford, finished in black with light brown leather interior, hood re-covered this year, fitted heater and H.M.V. radio, this car has been scrupulously maintained and the full history is known.

ARNOLD G. Wilson, Ltd., Alvis Distributors, 232, Harrogate Rd., Leeds, 7. Tel. 41014/5. [7513

V.A. 1938 12hp sports tourer 4-seater, original paintwork, new engine fitted this year, springs, Newton suspension, hood, tonneau, new wheels, laid up war, fastidiously kept, ideal for Continental touring; £519.—3, Ellesmere Rd., Weston-super-Mare. Tel. 6442. [9616

CAMDEN MOTORS.—M.G. Midget T.C. 2-seater, 1946, black with red leather, fully chromed rear luggage grid, twin Mellowtones and Bosche passlights, windscreen heater, Tapley efficiency meters, sparkling appearance, excellent little engine (just decoked and serviced in our own workshops), £595.

CAMDEN MOTORS.—M.G. Midget series P.A. model, 1935 series, a little "sporter" engine specially tuned last month, bright red finish with fawn hide, stoneguards, passlights, tonneau cover; £295.

CAMDEN MOTORS.—M.G. Midget, late 1948, one of the prettiest post-war T.C. models we have ever seen, beautiful green finish, with fawn leather, chromed luggage grid, passlights, radio, tonneau cover, twin Windtones, etc., fastidiously maintained by one lady owner; £745.

CAMDEN MOTORS, Ltd., Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery to anywhere in the United Kingdom, fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. [9770

H. F. EDWARDS offer 1949 (June) M.G. T.C. sports supercharged 2-seater, very fully equipped, finished green with red leather, outstandingly attractive car of immaculate appearance with delightful performance, thoroughly recommended; offered with written guarantee; terms, exchanges.—172, Kingston Rd., Ewell, Surrey. Ewell 5101. [9583

1938-39 M.G. 1¼-litre 12hp drop head foursome, special coachwork by Salmon, Tickford de luxe folding top in brand new cream silk mohair, black coachwork quite spotless and apparently original, cream wheels, cream hide and carpets almost as new, brand new Phillips radio, new tyres, bills shown for £82 overhaul just completed, new first quality battery, new Rotoflo shockers, 40lb oil pressure hot, taxed, 40,739 miles recorded; £595.—Speedsters, Ltd. (below).

1939 T.A. Tickford de luxe drop head 2-seater coupe, 10hp, most exceptional mechanically, just recellulosed grey, red hide, brand new red mohair hood, brand new batteries, first rate example of this rare model; £485.—Speedsters, Ltd. The best conditioned sporting cars in the country. Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 20 minutes from Victoria. [9957

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

REQUIRED, 18/80 coupe, private.—3, Ellesmere Rd., Weston-super-Mare. [9617

ALMOST new M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4498. [0849

£625 offered for T.C. M.G.; full details please.—Morris, 92, Coburg Rd., Dorchester. Tel. 1297. [8875

JACK ROSE, Ltd., want to purchase T.C. and saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5441

WANTED urgently, post-war T.C. M.G. sports 2-seater, preferably red.—180, West End Lane, N.W.6. Tel. Ham. 7327. [1056

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3398

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, chromium-plated luggage grids, M type clutch plates; prompt and courteous service; see P. & A. column; new windscreens, J2 and P. cycle type wings.

DERRINGTON, 159 and 161, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083.

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P. J. T and L. and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. [0349

MORGAN

1947 Morgan 2-seater, blue, good condition; £490.—Blathwayt, Chedgrave Rectory, Norwich. [9265

MORGAN 4/4 coupe, blue, first licensed Jan., 1951, 11,000 miles, all new tyres, H.M.V. radio, Windtone horns, etc.—Silver Street Motor Works, Taunton 3060. [9915

325 gns.—Morgan 4/4 (June, 1937) 10hp sports 2-seater, cream and black, black leather, 2 spare wheels, good tyres, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9812

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

SLOCOMBES of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3858

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9522

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 3,000 miles; £825.

1950 Morris Minor tourer, 6,000 miles; £875.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8711

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, black with biege upholstery, 2,000 miles; £885.

836/842 High Rd., N.12. Hillside 0084. [9827

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, green, low mileage.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [9836

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Minor saloon, black, beige leather under 100 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1018

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

MORRIS MINOR

SELSDON ROAD GARAGE, Croydon, offer:—

1949 Morris Minor in suede green, small mileage, in really exceptional condition; £795.

54, Selsdon Rd., S. Croydon, Surrey. Cro. 5470. [9546

1950 Minor saloon, 12,000 miles; £825.—Roys Autos, Ltd., Euston 2700. [9765

1950 (November) Morris Minor saloon, 4,400 miles, black, new condition throughout.

WILCOX (SLOUGH), Ltd., Chandos St., Slough, Bucks. Tel. 21429. [1063

1950 Morris Minor Tickford conversion, maroon, one owner, 10,000 miles, as new.

TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9857

1950 (June) maroon saloon, beige interior, low mileage, guaranteed condition; offers?—Moseby, Leconfield, Beverley. [1097

1949 Morris Minor saloon, black, 12,000 miles; £775.—Penn Garage (W/ton), Ltd., Penn Terminus, Wolverhampton. Tel. 36737. [1071

1950 Morris Minor saloon, mileage 8,000, seat covers as new; £845.—Wokingham Motor Co., Finchampstead Rd., Wokingham 380. [9445

£795—1949-50 Morris Minor saloon, one owner, 9,000 miles.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [8166

1949 Morris Minor saloon de luxe, one owner, radio, exceptional condition; £745; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9592

1950 (Nov.) Morris Minor saloon, mist green, 4,300 miles, as new, one owner, comprehensive insurance to Nov., 1952; £875.—195, Epsom Rd., Guildford, Surrey. [9613

1950 Morris Minor 2-door 4-seater saloon, finished platinum grey with fawn leather; genuine 9,000 miles; beautifully maintained and almost as new throughout; £895.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9010

1949 Morris Minor saloon, 16,000 miles, green with beige upholstery, radio, perfect condition; £780.—Beardsworth & Hindle, Ltd., Crescent Garage, Shadsworth Rd., Blackburn. [9542

1950 Minor saloon, maroon, careful owner, wheel covers, seat covers, Fram twin wipers, 17,000 miles, spare unused, excellent condition; seen Stratford-on-Avon; offers.—Tel. Claverdon 209 office hours. [9539

1950 (September) Morris Minor saloon, one owner, genuine guaranteed mileage 9,000; indistinguishable from new; £885.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3431/2. [8022

1949 (October) Morris Minor saloon, maroon, genuine 12,000 miles, one very meticulous owner, full history supplied; any inspection; three months guarantee; many extras; £825.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8687

750 gns.—Morris Minor (June, 1950) tourer, dove grey, radio, loose covers, 11,900 miles, one careful owner, almost new condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9814

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [0716

1934 Morris Minor saloon, in any condition.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [4201

AS new, post-war Morris Minor required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0745

MORRIS EIGHT

SLOCOMBES, Ltd.

1938 saloon, 2-door, black, very nice condition, £295; 1936 4-seater tourer, new hood, side screens, very fine condition; £295.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [1073

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire Purchase Specialists.

1938 Morris 8 de luxe saloon, resprayed, new interior, new engine; 329gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique three months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [9977

NORMAN AUTOS offer:—

1938 Morris 8 saloon, reconditioned engine; £335.—354, London Rd., West Croydon. Thornton Heath 4657. [8989

B. J. HUNTER, Ltd., offer:—

1938 Morris 8 saloon, choice of three from £295.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9710

GLANFIELD LAWRENCE offer:—

1940 Series E Morris 8 2-door saloon, in remarkable condition throughout, black with blue leather upholstery, £480 or £120 deposit.—407 High Rd., N.12. Finchley 0091. [8110

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1938 Morris 8hp de luxe 4-door saloon, black, leather upholstery, coachwork unscratched, mechanically excellent, easiclean wheels, tyres practically new, taxed, above average for year; £395.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9553

1946 Morris 8 saloon, good condition throughout; £515; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [9999

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

LODDEN BRIDGE MOTORS, Ltd., Reading, offer:—

1939 Morris 8 2-door de luxe saloon, black, low mileage, reconditioned engine, new Dunlops, £420.

1938 Morris 8 2-door de luxe saloon, black, immaculate; £345.

1936 Morris 8 4-door saloon, red and black, low mileage, new engine just fitted, new tyres, exceptional order; £295.

LODDEN BRIDGE MOTORS, Ltd., Early, Nr. Reading, Berks. Reading 61602.—Appointed Morris retailers. We specialise in reconditioned Morris 8 saloons, supplied with three months' guarantee. [9660

1937 Morris 8hp 4-seater tourer, an exceptional car, £275.—Below.

1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned; £395.—Vandervell's (Buyers of Good Used Cars) 215, Haverstock Hill, N.W.3. Primrose 4441. [8645

FOR sale.—Morris 8 1937 Black 4-door saloon; £225; or near offer.—Tel. Trafalgar 7441 (day) Sea) 180 (night). [1107

1938 Morris 8 de luxe saloon, absolute bargain; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4/23. [9672

1947 Morris 8 saloon, one owner; £375.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [8095

1947 Morris 8 fixed head saloon, moderate mileage, black and brown, very good bodywork; bargain £515.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [1064

1939 2-door, new battery, springs, k-pins, shackles, wings, carpet, reconditioned engine; £395; no offers.—Box 5656. [9112

1947 (Nov.) Morris 8 saloon, 4-door, sun roof, excellent car, £650; also 1939 M. 8 series E. 2-door sunshine roof, £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3452

1946 Morris 8 2-door saloon, beautiful condition; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [9420

1938 Morris 8 saloon, nice order; £290.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9939

1948 Morris 8 saloon, hire purchase and part exchange; £625.—Blue Star Garages, Ltd., 364, High St., London, W.14. Western 9851-2. [9568

£245—1938 Morris 8 2-seater tourer, green, black, excellent condition.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [9746

1946 Morris 8 saloon, black, sun roof, perfect condition throughout; £525.—M B Motors, 336, New Cross Rd. London S.E.14 Tideway 5779 [6441

£385—Morris 8, 1939, 4-seater, tourer, blue, one owner, excellent condition throughout, taxed.—Campbell, 13, Parade Mews. West Norwood, S.E.27. [9180

GATEHOUSE offer: 1938 Morris 8 4-door saloons, black, choice of three; from £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4434. [9379

1936 Morris 8 2-door saloon, just fitted replacement engine, chassis 100% mechanically, bodywork and interior all original, good tyres, taxed; £295.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel Putney 3593. [7802

1938 Morris 8 saloon, recellulosed in black, new carpets, engine just decarbonised, brakes overhauled, a sound car throughout; £350.—Griffins Garage. Weybridge 1491. [9650

1946 Morris 8 saloon, 2 doors, beautifully finished black with brown upholstery, all of which is equal to new, speedometer reading 33,800; in most excellent order; taxed. £475.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [9573

WALTER SCOTT Ltd —1939 Morris 8 2-door de luxe saloon black, brown hide 1948 condition, £425; terms; exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [7434

£399—1939 Morris 8 series E de luxe saloon, black brown hide interior, exceptionally clean condition throughout, excellent runner.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [9611

1938 series 2 Morris 8hp saloon, black, maroon upholstery, recellulosed, completely overhauled taxed guaranteed 3 months; £350.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [1033

£299—1938 Morris 8 de luxe saloon; really excellent mechanically; nearly new tyres, excellent exterior; this vehicle is outstanding value at this price; don't miss it; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9018

265 gns.—Morris 8, 1938 model, de luxe 2-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9613

TANKARD & SMITH, Ltd., offer 1939 Morris 8 series E saloon, first class condition, two owners only since new, regularly maintained, recent reconditioned engine, very much above average, any trial or inspection; written guarantee. H.P. and part exchange available; £455.—226-232, High Rd., N.15. Stamford Hill 3291. [9576

Morris Eight Cars Wanted

A 8 new, post-war Morris 8 required.—30 Ryecroft Rd. S.W.16 Tulse Hill 1288 (day) [0747

PRE-WAR Morris 8hp saloon wanted.—British Star Oil Co. 65, Highbury Park. N.5. Can. 1680. [8260

ROWLAND SMITH'S the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons Lord St. Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne Frank & Wagstaff 3-5. Crouch End Hill. N.8. Mountview 4401. [2639

MORRIS TEN

CAR MART, Ltd.

1948/49 Morris 10hp saloon, 9,000 miles; £895.—Car Mart Ltd. 150. Park Lane, W.1. Grosvenor 3434. [8712

1948 Morris 10 saloon, black with brown interior, very nice condition; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1039

OVERSEAS CARS, Ltd.

1948 Morris 10 saloon, green with green leather, mileage 16,500; £795. For other Overseas Cars bargains see page 49.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9487

1946 Morris 10 saloon, black, one owner, well kept; £595.—Below.

1939 Morris 10 saloon, black, exceptional condition; £415.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8088. [9863

1947 Morris 10hp saloon, black, brown upholstery, one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181) [1230

L. F. DOVE offer: 1946 (late) Morris 10 saloon, black, brown upholstery, excellent condition; £645.—60, Broadway, Wimbledon, S.W.19. Liberty 3456. [1079

QUEEN'S ROAD AUTOS.—1946 Morris 10 4-door saloon, in very nice condition, bargain; £595.—62, Queen's Rd., Peckham, S.E.15. New Cross 5660. [5864

1947 Morris 10 black saloon M series, engine recently reconditioned, new tyres, splendid condition; one driver; price £650.—Tel. Elmbridge 5152. [9909

1939 Morris 10 saloon, reconditioned engine, recellulosed; £460.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9941

1946-7 Morris 10 s/h saloon, black, brown leather, straight, clean and genuine mileage under 28,000.—Offers Marriott, Tel. Langrick 269 Boston. [9640

1946 Morris 10 saloon de luxe, unscratched, black with brown hide interior, reconditioned engine fitted on 21/11/51, exceptional condition throughout; £675.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [7731

£666—Absolutely genuine 1946/7 Morris 10 de luxe saloon; very carefully and spotlessly used, tiny mileage; interior like new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9016

1947 Morris 10 saloon (reg. Dec. 1946), black with brown hide upholstery, like new inside, splendid condition in every way; £675.—Pantiles Service Garage, London Rd., Guildford 5326. [9331

1947 Morris 10 sun saloon in thoroughly good condition throughout, December bargain; cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. [8485

TANKARD & SMITH, Ltd., offer 1938 Morris 10 saloon de luxe, finished in maroon, in excellent mechanical order, recently resprayed; £385; terms and exchanges.—97, Peckham Rd., S.E.15. Tel Rodney 2051. [2385

JARVIS conditioned cars are different, guaranteed against all troubles for period of guarantee without cost; a large selection of Morris cars always available. See display advertisement page 47.—Morris, House, Morden Rd., S.W.19. Liberty 4656. [1077

595 gns.—Morris 10 (April, 1947) de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [9815

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube. Ham 6041

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons Lord St., Southport. Tel 2268.

A 8 new, post-war Morris 10 required.—Fortune 55 Cambridge Rd., E.11. Tulse Hill 2768 (day)

ALMOST new Morris 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0843

MORRIS TWELVE

1937 Morris 12 saloon, £525.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [8097

1939 Morris 12 saloon, guaranteed; £360; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [9927

295 gns.—Morris 12, 1936 model, series 2 foursome coupe, brown and black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, (Hampstead Tube.) Hampstead 6041. [9816

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hampstead High St., (Hampstead Tube) Ham 6041

MORRIS FOURTEEN

1939 (June) Morris 14 de luxe saloon, one owner, in exceptional condition throughout, black with brown leather; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9756

MORRIS OXFORD

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles

1950 Morris Oxford saloon, green, brown leather, radio, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [0743

1950 Morris Oxford saloon 2,000 miles only

GUY ALFREDS & Co., Ltd., 6-7 Warren St. W.1 Euston 3268 [9069

1950 Morris Oxford, low mileage; £995.—Below.

1949 Morris Oxford, one owner, low mileage; £965.—Smith & Hunter Ltd. 376 Kensington High St. London, W.14 Tel. Western 2312 [9940

1950 (Nov.) Morris Oxford, 2,300 miles.—Ernest Sutton. Tel Rogate 4 (trade only). [9922

1949 Morris Oxford saloon maroon mileage 12,000 very clean; £1,075.—Cranmore Tel 2040 Potters Bar [4043

1950 Morris Oxford saloon, very good condition, 9,000 miles, one owner; £925; exchange considered.—Turner. Pal. 7935 [7847

1949 Morris Oxford saloon, grey, 19,800 miles; £950.—L. F Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [7447

1949 Morris Oxford, 14,000 miles, colour black; £925.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9549

1950 Morris Oxford saloon, under 10,000 miles, new condition, choice of two, grey or maroon; £1,025.—Dobsons, Ltd., Morris Agents, Staines, Middlesex. Tel. 801. [8415

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150 Park Lane W.1. Grosvenor 3434. [0717

A 8 new, post-war Morris Oxford required.—30 Ryecroft Rd., S.W.16 Tulse Hill 1288 (day). [0749

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, heater, 6,000 miles; £1,175.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8713

1950 Morris Six saloon, 8,000 miles; £1,075.—Roys Autos, Ltd., Euston 2700. [9758

1950 (Oct.) Morris Six, 8,800 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [9921

1950 saloon, black, H.M.V radio, heater, loose covers, carefully serviced; £1,150.—Campbell Symonds. Wembley 6262. [5304

1400 miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9476

MORRIS Six, 1950, spotless condition, one owner; £1,190 or near offer.—Apply, Footscray 4052 or write 44, Christchurch Rd., Sidcup. [9725

1950 Morris Six saloon, first registered 9.2.50, finished in grey with brown leather upholstery, one owner, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel 907. [9456

£1095!—Immaculate Morris Six saloon, July, 1950, black with brown hide, late property local architect and surveyor, maintained and serviced every month by main county distributors, fitted heater, special link protective mats, Regency loose seat covers, etc., condition literally as new.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [9787

WALTER SCOTT, Ltd.—1950 Morris Six, beige, 9,500 miles, fitted H.M.V. radio, heater, rimbellishers, twin spotlights, and numerous other extras regularly serviced by distributors; smartest and best kept car in country; £1,195; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube.) Pri. 5914. [9405

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1948 Morris 10hp saloon, £835.

GORDON CARS (LONDON), Ltd.—1949-50 Morris Oxford saloon, £995.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon; £1,175.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9508

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4601-3. [0379

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 56, Chalk Farm Rd., N.W.1. Gul. 2767. [0834

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9533

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0756

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May 3051. [6951

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2 Ley St., Ilford (Tel. Ilford 0961). [0471

MORRIS 8 Series I and II front wings, £11 a pair, rears £6 a pair.—Brocks Cars, 94, Queens Rd., Brighton. [0452

WEST London.—Rogers Garage; repairs and service, stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [9814

MORRIS 8 owners—take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Morris 8 Specialists, John St., Sheffield, 2. Tel. 22876. [0285

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-3. [0863

OLDSMOBILE

SIMPSON'S MOTORS offer:—

LATE type Oldsmobile 4-door saloon, hydramatic drive; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists) Wembley 8691-3 [1210

JOE THOMPSON (MOTORS), Ltd., offer:—

ROCKET 88 ohv engine, convertible coupe, low mileage, outstanding for its terrific performance, colour silver grey, red leather upholstery hydramatic drive, many extras.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins) Ken 4858. [7432

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield Surrey. Tel. Lingfield 330-1.

1939 6-cyl. Oldsmobile saloon, in exceptional condition; £725.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OLDSMOBILE

1950 Oldsmobile 6 f.h. coupe, 5/6-seater, Futuramic transmission, radio and heater, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9465

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St. W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove) W.11 (Bayswater 6626-7). [0576

£1325—1946 model Oldsmobile Dynamic six, series 76 saloon, registered July, 1948, equipped with hydramatic drive and all usual post-war American extras, radio, heater, seat covers, etc.; beautifully streamlined bodywork with fully chromed mouth organ frontal grille, gives a superbly luxurious ride, economical but very fast, new Whitewall tyres.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [9790

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9460

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

RECONDITIONED Opel models Cadet, 1½-litre Olympia and 2½-litre Super 6 available from stock; 3 months' guarantee; terms and exchanges.—Mayner Motors, Ltd., Southampton St., Southampton. Tel. 3266 4944 [7737

225gns.—Opel Cadet, 1937, 12hp saloon, black, maroon leather, good tyres, very good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9810

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—257 Brixton Hill, S.W.2. Tul. 3664 [0036

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6 Southampton St., Southampton. Tel. Southampton 3266, 4944 [0631

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251 [0735

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 6 4-door saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

PACKARD Clipper de luxe saloon, as new throughout, low mileage, 2-tone blue; £1,750.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [9378

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400.

PACKARD Sole Concessionaires offer:—

1951 Packard 200 de luxe, 4-door sedan.

R.H.D., Ultramatic transmission, radio with electrically operated antenna, heater and "Clear Across" demister, twin fog lamps, windshield washer, and many other extras, very low mileage.

1947 Packard Clipper eight de luxe, 4-door, blue saloon with right-hand drive, radio and seat covers, 27,000; £2,150.

1947 Packard Clipper eight de luxe, 4-door black saloon with right-hand drive, overdrive, radio, heater, demister, seat covers, 30,000 miles; £1,950.

PACKARD Sole Concessionnaires, offer a selection of completely reconditioned 1938 and 1939 saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1938 Packard, 34hp saloon, beige with brown leather upholstery, good condition throughout; £350.

H. CANNON Ltd., Whitefield Place, Bradford. Tel. Bradford 41288. [9185

CAMDEN MOTORS.—Packard—for selection of Packard limousines see special advert. on page 46 of this issue.

CAMDEN MOTORS.—Packard 1948 model Super 8 saloon 4-door 6-seater model, with overdrive, etc., magnificent body styling of the very latest kind, restrained but very elegant new-look frontal grille with double chromed full-length rubbing strip, immaculate interior furnishings, nylon loose seat covers, radio, heater, de-icing, concealed interior lighting and every possible refinement, mechanical condition of the very highest order; £2,450.

CAMDEN MOTORS.—Packard special foursome drop head coupe 1938, in deep maroon with dark grey hood and leather upholstery, extensive mechanical overhaul just carried out in our workshops; £395.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part Exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9785

PACKARD convertible, 120B, resprayed cream, new tyres, battery, recon. engine, taxed, £265.—Northcote, Leaton Knolls, Shrewsbury. [1101

1939 Packard 120 foursome convertible, perfect condition, overhauled recently by main agents, overdrive 2nd and top with tripout, tiller gear-change, heater, radio, taxed, 18mpg, finished gunmetal, grey leather and new black hood, nearest offer to £500. —Mr. B. Royle, 16, Radstock Rd., Stretford, Manchester. Longford 2236. [1104

1939 7-seater limousine Packard, American coach-built body, recent overhaul at Packards, occasional seats, radio, heater; £1,500.—Fremantle 1844. [9291

A & S Limousine, 1936, original private owner, partition, widest occasionals, 67,000 miles only, in exceptional condition.

LIMOUSINE, 1939, partition, widest occasionals, black, certified mechanically, desirable condition; £985.

ALPE & SAUNDERS (100 Limousines), Providence Court, North Audley Street, Mayfair-2941. [8405

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

PACKARD 1938-39 drop head coupe required.—A. R. Goodley, Hill House, Tilney St. Lawrence, King's Lynn [7208

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards. —Wembley 8691-2 [0871

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PEUGEOT

DICKS.

1947 Peugeot 11hp saloon, genuine French model, ready for hard work; £595.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn. Maida Vale 6888-9 [4367

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 Plymouth 4-door saloon, fitted with heater and seat covers: for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [1207

PONTIAC

CHARLES FOLLETT, Ltd., offer:—

1939 Pontiac Silver Streak saloon, black, brown hide, overhauled and carefully maintained, really exceptional condition for a car of this age; £695.

18, Berkeley St., W.1. May 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [9692

PONTIAC 6/36 complete engine, new Exide 6-volt battery.—Mil. 3413 after six. [9904

DIESEL Pontiac 6-seater saloon, black/brown leather, powered by P4 Perkins engine, 50 mpg, £10 tax, excellent hire car; nearest £700.—Marriott, Tel. Langrick 269, Boston. [9644

CAMDEN MOTORS.—Pontiac streamliner 8 de luxe 6-seater saloon, 1948, 4-door model with hydramatic drive, heavy chrome front fender moulding, chromed gravel guards and large type embellishers, late property of American bank executive in London, chauffeur driven, mileage 16,700, immaculate steel grey finish with duo-grey broadcloth interior, built-in radio, heater and other extras; £1,545.

CAMDEN MOTORS.—Pontiac streamliner 6 de luxe saloon, 1948, with similar type body to above, but slightly smaller horse-power, hydramatic drive and all extras, radio, heater, de-misting, nylon seat covers, etc., beautiful condition; £1,535.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [9792

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9459

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs etc. for the Porsche. Tel. Ripley 2361 [0629

RACING CARS

K3 blown, fast, single seat, E.R.A. brakes, axles and gear box, immaculate.—Box 5611. [8565

500 Tubular car chassis cost £180, will sell for £90, or exchange for car.—152, Woodcote Rd., Caversham, Reading. [9155

COOPERS GARAGE (SURBITON), Ltd., of Surbiton Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars [0821

LONG chassis late 1950 Cooper, fitted with special ex-Fernihough 1378cc 95bhp J.A.P. twin, believed most powerful normally-aspirated twin in country, new Norton gear box and Z.F. diff., new set racing Dunlops, also Norton twin ohc, 499 engine incorporating latest Beart modifications; offers to—George Hartwell, Ltd., 35-41 Holdenhurst Rd., Bournemouth. [9594

COOPER 500 Mk. V 1951, offered with approx. £100 extras and spares, overhauled at the end of season at a cost of over £80, now on sale with Double Knocker Norton tuned dope, with new crankcase, flywheel assembly, con rod, barrel and piston; the lot £650 or sell car less engine.—C. D. Headland, 412, Stratford Rd., Shirley, nr. Birmingham. Shirley 3091 (evenings). [9603

FORDSON van.—The H.W.M. double-decker van, equipped regardless of cost to accommodate two racing cars, one above the other, full range of racing spares and pit equipment, two winches, etc., new Mercury engine just fitted, long range tanks, high cruising speed; whole vehicle has been necessarily maintained in first-class condition; £595.—H. W. Motors, Ltd., Walton-on-Thames 783-1437 [4212

RAILTON

HAROLD RADFORD & Co., Ltd.

FIRST registered July, 1946, Railton foursome drop head coupe 28.8hp, speedometer reading 43,537 miles, completely overhauled mechanically and fitted with new hood and tonneau cover, colour black with brown leather upholstery, fitted radio, heater and Ace discs, in virtually new condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6398

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753; all models up to 1947, 17hp, 21hp, 28hp coupe saloons, tourers. [5467

A.1 MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26(a), Belgrave Rd., S.W.1. Victoria 8285. [0833

RAILTON sports saloon, this car is immaculate in every detail and has been carefully maintained by lady owner, hosts of extras include radio, 4 horns, etc., straight eight 28.9hp, goes like a bomb; £400, terms, exchanges.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. Open weekdays. [9299

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd. Western Ave., Acton, W.3. Acorn 4656.

CAR MART, Ltd.

1950 Renault saloon, 8,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8714

HAROLD RADFORD & Co., Ltd.

FIRST registered May 1946, Renault foursome drop head coupe 26.8hp, colour maroon with beige leather upholstery, one owner, speedometer reading 21,865 miles, in excellent condition throughout

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9387

1950 Renault 760cc saloon, 11,000 miles, choice of two; £835

CONNAUGHT Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [9878

WELHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1939 26hp 6-str. saloon, reconditioned, £350.

1936 Renault 14hp 7-seater limousine, excellent condition; £375.

1937 12hp saloon, reconditioned, black; £330. [0126

1948 (Dec.) Renault 8hp 4-door saloon, 22,000 miles, beige, brown leather, excellent condition throughout; many extras.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2 [7403

1937 (June) Renault 12 touring saloon, new engine, taxed and insured; £275.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4202

1946-7 Renault 12 saloon, one owner, guaranteed; £465, payments.—Oldfield 586, Kensington High St., W.14. Western 6631. [9928

1950 (November) Renault 760 4-door saloon, metallic grey; £835.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4411 [8646

ROSE & YOUNG, Ltd., offer 1939 model Renault de luxe saloon, black, leather, 4 cylinders; £250.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8649

595gns.—Renault 8, January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9818

Renault Cars Wanted

RENAULT small hp wanted, in good condition.—Please 'phone Valentine 2098. [6801

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering Portsmouth Rd., Send, Surrey. Ripley 3178 [0375

OFFORD (Renault distributors) would be grateful for particulars of 760 models available for sale; immediate quotation and inspection; trade offers welcomed.—154, Gloucester Rd. S.W.7. Fremantle 0051. [9847

RILEY

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,495.

1949 Riley 2½-litre saloon, radio, 6 months' guarantee; £1,325.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8715

SLOCOMBES, Ltd.

1933 14hp, black, good tyres, clean appearance; £185.

SLOCOMBES, Ltd., 50-52, Dudden Hill Lane, N.W.10. Willesden 4869. [1074

CARR BROS. offer:—

1950 Riley 1½-litre, 9,000 miles only, as new throughout, bronze finish; £1,495.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Uplands 4812. [9241

CARR BROS. offer:—

1950 Riley 1½-litre shooting brake, built in 1950 on 1947 chassis, 2,000 miles only, mechanically as new, well-built body capable of carrying four people and luggage, indistinguishable from new throughout; £895.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Uplands 4812. [9242

COACHCRAFT offer:—

1933 Riley Kestrel sports saloon, very fast and reliable car, in really sound condition throughout, bodywork rust free, cellulose good; £125 or near offer; taxed; terms and exchanges.

COACHCRAFT Elm Rd., Evesham. Tel. 6539. [9971

CARR BROS. offer:—

1946 Riley 1½-litre, 23,000 miles, black/brown leather, perfect throughout; £975.

CARR BROS. GARAGES, Ltd., 21, Soho Square, W.1. Gerrard 1262. [9736

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

ELITE MOTORS offer:—

1936 Riley 9 Merlin 4-door de luxe saloon, 2 owners since new, faultless mechanical condition, excellent example of this desirable model; £395.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [9746

JACK ROSE, Ltd., offer:—

1947 Riley 2½-litre sports 4-door saloon, almost unmarked inside and out, black with red hide upholstery, small mileage, open to any examination; £1,115.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7725

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black with brown leather and cloth upholstery, speedometer reading 16,813 miles, fitted with new tyres, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9391

CHARLES FOLLETT Ltd., offer:—

1948 Riley 1½-litre saloon, black, one owner, 28,000 miles, really superb order throughout; £1,150.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [9888

BOON & PORTER, Ltd., distributors.

1949 2½-litre Riley saloon, black, radio, mileage 10,800; £1,595.

1948 1½-litre Riley saloon, black with H.M.V. radio, reconditioned throughout; £1,195.

1946 1½-litre Riley saloon, black with brown leather upholstery; £995.

1948 2½-litre Riley saloon, offered on behalf of owner overseas, black; £1,195.—Castlenau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [3557

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Riley 1½-litre saloon, mileage 23,000; £1,000.—Tels. Radlett 6167 and 4949. [2516

WELBECK MOTORS, Ltd., proudly present:—

1950 2½-litre Riley drop head coupe, the rarest and most desirable of all post-war Riley productions, 10,000 miles, but condition is identical to new, extras include heater, rimbellishers and special brake-linings; £2,000.

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 3991. [9057

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, 35,000 miles; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6712

1948 saloon, 1½-litre, black; £950.—Apply Box 5725. [9220

GORDON CARS (LONDON), Ltd., 1950 Riley 1½-litre saloon; £1,495.

GORDON CARS (LONDON), Ltd., 1949 Riley 1½-litre saloon; £1,375.

GORDON CARS (LONDON), Ltd., 1947 Riley 2½-litre saloon; £1,095.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9505

RILEY 1933, minor repairs; £130.—Rosenberg, 5, Shirehall Lane, N.W.4. Hendon 2323. [9610

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

BEARE & ... Riley specialists, sales, spares, repairs. 102, London Rd., Kingston. Kingston 1144.

1933 Riley 12/6 Kestrel saloon, 4 new tyres; £200.—J. G. Leigh, 8, Church St., Wolverton, Bucks. [9153

1950 Riley 1½-litre saloon, finished in green, small mileage, splendidly maintained; £1,475.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [7121

1950 Riley 2½-litre foursome drop head coupe.—C. A. Peto, 42, North Audley St., W.1. Mayfair 3051. [1013

100 miles, 2½-litre Riley 2-3-seater sports.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [9426

1939 Riley 1½-litre saloon, black, 72,000 miles, sleeved, crank ground 67,000, just out of paint shop; £550.—Box 5791. [1012

1947 Riley 1½-litre saloon, one owner, exceptional condition; £975.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [9664

1938 Riley Adelphi 16hp Blue Streak with overdrive excellent condition throughout; £475.—Hutfield & Wheeler, Gosport 8174. [9596

RILEY 9, 4-door saloon, aluminium body, maroon/black, exceptional mechanical condition, excellent tyres; £85.—Hurstw... 2653 evenings. [9910

1947 Riley 2½-litre saloon, exceptional condition throughout.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [9754

1947 1½-litre Riley saloon, black with red leather, one owner, 25,000 miles, chauffeur-kept; £1,075.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8417

1949 2½-litre Riley saloon, black, H.M.V. radio, leather, immaculate condition; £1,425.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [3488

FOR sale, 1938 Riley Kestrel, black with red upholstery, expensive and extensive repairs carried out on this car recently, receipts to show; price £300.—Tel. Howard 2185. Mr. Trussell. [9181

1937 Riley 1½-litre Kestrel saloon, black with red upholstery, excellent condition, all new tyres, Fram filter; £455.—Smith, 107, Higher Lane, Rainford, Lancs. Tel. Rainford 426. [9538

1948 Riley 2½-litre black saloon, maintained in first-class order by one enthusiastic owner, fitted heater, new battery and tyres, 27,000 miles; £1,200.—Ewart, Beachborough, Third Ave., Frinton-on-Sea. [9618

ORMSKIRK MOTORS, Ltd., County Rd., Ormskirk, Lancs. Tel. 2551-2.—1939 (Sept.) Riley 16hp saloon, fitted with disc wheels, colour black, hide upholstery, first-class condition; open all day Saturdays. [9874

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon, 1946, in black with red leather, one of the best post-war Rileys we have handled, sparkling black finish with dark red leather interior, outstanding order; £895.

CAMDEN MOTORS.—Riley 1½-litre 12hp Adelphi saloon, late 1937 model, previously owned by Coventry business executive, works maintained and in really tip-top condition, new tyres, Fram coil, special discs, passlights, etc.; £395.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel saloon 1937, with genuine Sprite engine (twin carbs and Scintilla Vertex Mag), beautifully styled bodywork very much in advance of its year, performance in a class of its own; £495; also an earlier 1½-litre Kestrel (special series engine) at £295 and a 9hp special Kestrel 1935 series at £295.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9788

1950 (March) 2½-litre Riley saloon, black with brown leather, mileage 20,000, fitted with heater and radio, whole car in immaculate condition throughout; £1,800.—Castle Garage (Cardiff), Ltd. Tel. 4476-7. [9445

MARBLE ARCH MOTOR SUPPLIES.—1935 Riley 12 4-door saloon, engine overhauled, pre-selector, resprayed, roof relined, sound car and very good appearance, interior needs some attention, an ideal car for the Riley enthusiast; cash bargain at £295.—High St., Watford. [9583

1938 (April) Sixteen-Four Kestrel, black with beige interior, excellent tyres, new battery, fitted Scintilla Vertex, Fram, new shock absorbers, new carpets, an absolute bargain and a genuine opportunity to an enthusiast; £475, or pt. exch. smaller car.—Brown, Northend, Brackley, Northants. Tel. Bra. 5. [9280

595 gns.—Riley Big 4, 1938 model, 16hp Kestrel 4-door sports saloon, maroon, sliding head, red leather, manual gear change and overdrive, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9817

1950 (April) Riley 1½-litre saloon in green with beige leather, fitted heater, one owner, 8,000 miles, as new £1,485; 1948 (July) Riley 2½-litre saloon, black with brown leather, one owner, 28,000 miles, perfect, £1,150.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9677

BLUE Streak!!—A rare example of the famous 16hp 4-cyl. Riley, March 1940, fitted luxurious drop head foursome coupe body, in deep maroon with grey hood, P.100 long range headlamps, spotlights, twin note horns, screen demisters, hydraulic jacks, five new tyres, taxed, a fast, luxurious car offered at the very reasonable price of £675.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [9960

SPRITE Lynx Riley 4-seater 12hp 1½-litre mid-1936, specimen condition, all bills for £250 overhaul, grey with red hide, new grey silk mohair hood and matching tonneau, 5 almost new tyres, new battery, special engine with extra large inlet valves, high lift camshaft, special manifold, new oversize twin S.U.s, Scintilla Vertex, Elektron oil radiator, 6in instruments.—Speedsters, Ltd., the best conditioned sporting cars in the country, offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [7673

Riley Cars Wanted

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0069

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0965

KESTREL 9, any condition.—G. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [9285

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [9847

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [6928

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1948 Rolls-Royce Silver Wraith saloon with division (6st) by Hooper, in black, upholstered brown leather, beautifully fitted extras.—Ref. H.8200.

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1937 Rolls-Royce Phantom III enclosed drive limousine by Mulliner.

1936 25-30 Rolls-Royce 4-door saloon by Young; £2,350.

1935 Rolls-Royce sports saloon with division by Young, black with grey leather; £1,950.

1934 Rolls-Royce 20-25hp enc. drive limousine by Windover, black; £1,250.

1934 20-25hp Rolls-Royce foursome coupe de ville by Thrupp & Maberly, black with beige leather; £1,450.

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1933 25hp Hooper sports saloon

1933 25hp Barker owner-driven sedanca

1932 25hp 4 light foursome coupe

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£895—1933 Rolls-Royce Phantom II Windover, Sedanca saloon with division.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [9507

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18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [9893

ROLLS-ROYCE 25/30 owner-driver saloon de ville, special body by Barker, condition unblemished; £1,750.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [3667

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1937 Rolls-Royce Phantom III Freestone & Webb 7-seater, interior in leather throughout, 40,000 miles; complete Rolls history.

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LIMOUSINE 1935 20/25 Park Ward, partition, widest occasionals, black, leather, swept tail.

LIMOUSINE 1936 20/25 H.J.M., swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE 1936 July delivery, 25/30, Thrupp, original owner, 64,000, black, swept tail, excellent history.

LIMOUSINE 1937 Park Ward 25/30, swept tail, partition, widest occasionals, discs, black, immaculate.

LIMOUSINE 1937, partition, 25/30, H.J.M., 48,000, only, swept tail, desirable condition (Rolls history).

8000 miles only, April 1937, 25/30, Thrupp, swept tail Limousine, forward occasionals, original tyres, amazing condition, Rolls history.

LIMOUSINE Wraith, August 1939 delivery, Park Ward, leather throughout, 44,000, black, recent engine overhaul.

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EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [4942

1932 Rolls Phantom II 4-light 4-door sports saloon by Hooper, 3rd gear synchromesh, recent rebore by Rolls; price £725.—Central Garage, Croydon. Tel. Cro. 7464. [4726

1937 Rolls-Royce 30hp H. J. Mulliner sedanca de ville, black, speedo reading 62,000 miles; £1,575.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [3930

ROLLS-ROYCE 1928 Phantom I, open Thrupp-Maberly body, yellow, dilapidated but ideal for conversion, mechanically perfect, unused 12 years, two brand new tyres; £400.—Western 8630. [9809

1937 (Nov.) 25-30hp Rolls-Royce limousine by Thrupp & Maberly with division, face forward occasional seats, chauffeur driven and maintained, one owner, guaranteed mileage 20,000; £2,250.

IMPERIAL MOTOR MART, Royal Crescent, Cheltenham. Tel. 2065-6. [8264

PHANTOM III Hooper saloon with boot and electric division, 38,000, two owners, August 1937, excellent history, exceptional condition. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [8400

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ROLLS-ROYCE Silver Wraith (February, 1949) 4-door Park Ward saloon, one owner driver only, fitted beige leather, mileage 17,000, condition as new; available immediately.—Offers to G. Hunt, 75, Victoria St., S.W.1. (Abbey 2651.) [8822

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1935 Rolls-Royce 20-25hp limousine, in excellent condition throughout, 7-seater body by Thrupp & Maberley, Ltd., face forward occasional seats; £1,350.—Buying Department, British Insulated Callender's Cables, Ltd., Erith Works, Belvedere, Kent. Tel. Erith 3030. [9436

1947 Rolls Silver Wraith Park Ward semi-razor edge, owner driver saloon, many extras, recorded mileage 46,000, black, brown leather, late property of a royal personage from new; £3,950.—Metcalfe & Munday, Adam and Eve Mews, Kensington, W.8. Wse. 4795. [9629

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W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [5876

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THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0870

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WILL be pleased to purchase pre-war and post-war Rolls-Royces, expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. Showrooms. [0904

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£695—Absolute gift at this price, Rover 10 de luxe saloon, look at it, drive in it, it is so immaculate that it has been mistaken for 1948 model, beautiful interior, mechanically excellent, this vehicle is sold as 100%, you must come and see it; also choice 6 other Rovers, all specimen motor cars; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 481, High Rd., Finchley, N.12. Fin. 6221. [9021

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CYRIL SHEPPARD offers:—

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1946 Rover 12hp saloon, one lady owner, ... miles, absolutely immaculate; £975.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [8723

1936 Rover 12 4-door sports saloon, handy and fast; £250.—Marriott, Tel. Langrick 269, Boston. [9642

1947 Rover 12hp 6-light saloon, grey, blue leather upholstery, moderate mileage; £995; hire purchase and exchanges arranged.

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£169—1934 Rover 12 saloon, excellent condition, special bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7428

ROVER 12 1938 black saloon, completely overhauled, immaculate inside and out, recellulosed, rewired, new carpets, 1951 reconditioned engine, new radiator, etc.; £725.—Emb. 3911. [9729

1946 (September) Rover 12 sports saloon de luxe, one owner, exceptional condition; £895; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9393

1938 Rover 12 saloon, rebored July 1951, since run 3,000 miles, repainted November 1951, genuinely as new; £575.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [9418

1937 Rover 12 sportman's saloon, finished in blue, mechanically perfect, first-class battery and tyres; £500; wants seeing.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2184. [8356

1940 Rover 12 saloon, similar to post-war models and in quite as good condition; mileage 1,000 since £150 overhaul, outstanding value; £695.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [7758

1938 Rover 12 saloon, black, brown interior, engine completely reconditioned, including rebore and sleeve, crank reground, all bearings remetalled, new timing chain and sprockets, new valve guides, etc., clutch overhauled, brakes relined, excellent tyres; £540.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1065

ROVER 14

1937 Rover 14 sports saloon, immaculate condition throughout, excellent mechanical condition; £425.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [9655

1939 Rover 14hp saloon, colour grey, excellent condition; £575; H.P. can be arranged.—Tel. Lab. 5060. [8204

1936 Rover 14, immaculate; £350.—Barnes, 315, Finchley Rd., Hampstead, N.W.3. Hampstead, N.W.3. Hampstead 2221. Mai. 1627. [8092

£235—1935 Rover 14hp sports saloon, clean condition, good runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1052

CASS'S MOTOR MART.—1939 Rover 14 saloon, maroon, just reconditioned and recellulosed; written guarantee.—5, Warren St., W.1. Euston 4110. [9683

£235—1935 Rover 14 sports saloon, an excellent example of this popular type; bargain.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [1927

1938 Rover 14hp sports saloon, one owner, excellent condition, immaculate appearance; £675.—Taylor, 196, St. Johns Rd., Tunbridge Wells. Tel. Tonbridge 3405 before 5.30 p.m. or Southborough 92 after 5.30. [9169

295gns.—Rover 14, 1936, 4-door sports saloon, black, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9620

1947 Rover 14 saloon, one owner, sold to be in perfect condition, any examination welcomed, £10 tax, new tyres, extras; £1,075, or nearest offer, terms.—Midland Motor Co., Traffic St., Derby. Tel. Becketwell 40124. [9308

1938 Rover 14 sports saloon grey, beautiful interior condition, mechanically excellent, but for rather noisy engine, £530, or with engine completely reconditioned £570.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1066

1938 Rover 14 Sportsmans saloon, beautifully recellulosed black, interior upholstered in brown hide with new fitted Wilton best quality carpets to match, the mechanical order of this car is faultless and has a remarkable effortless and quiet performance with 28 mpg; the appearance is really superb and is without doubt one of the most attractive examples of One of Britains Fine Cars, taxed, delivered free anywhere in England, £495; also similar car to above but fitted with six-light saloon bodywork, £495; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [9572

ROVER 16

!!!

1937 Rover 16hp sports saloon, immaculate condition, small mileage, one owner, recently had well over £300 overhaul, mechanically perfect, bodywork, finish, plating, upholstery, carpets, tyres, etc., as new, radio, any trial, any examination; £675.—William Turner, Eyre Works, Sheffield, 1. Tel. 20333 (Sheffield).

!!! [9769

OVERSEAS CARS, Ltd.

1946 Rover 16 saloon, green with green leather, £10 tax, excellent condition throughout; £1,060. For other Overseas Cars bargains see page 49.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9425

ROVER 16

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [5258

1947 Rover grey sports 16, first taxed in 1949, H.M.V. radio, Rimbellishers, immaculate; £1,200.—Tel. Prospect 9186. [9969

1938 Rover 16 sports saloon; £128 mechanical bills; very smart car; £535.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9838

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton. Tel. Northampton 4540.

1939 Rover 16hp saloon de luxe, exceptional condition throughout; £650, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5367

1947 sports saloon, grey, with heater and radio, serviced by makers and recently overhauled by them, including new tyres, battery and brakes; £1,050.—Box 5716. [9207

1947 (October) Rover 16 saloon, 19,000 miles, radio, heater, one owner, genuinely as brand new; £1195.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [9419

ROVER 20

1940 Rover 20 4-5-seater drop head coupe, maroon, rare and beautiful model, lavishly equipped, carefully maintained for fastidious owner in wonderful condition throughout, 20-22 m.p.g.; £875.—Roderick, Newnham Cottage, Cambridge. [9903

ROVER 60 & 75

CAR MART, Ltd.

1950 Rover 75 P4 saloon, heater, 7,000 miles; £1,985.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8716

TICKFORD, Ltd., offer:—

ROVER P.4 sal., speedo reading 9,000, green grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 sal., black/red, 9,000 miles, heater, radio, ex. cond.

1948 Rover 75 sal., 30,000 miles, black/red, H.M.V. radio, heater, one owner, ex. cond.

1948 (June) Rover 60 sal., black/green, H.M.V. radio, ex. cond.

1947 Rover 16 sal., 16,000 miles, black, ex. cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9200

SELBORNE (MAYFAIR), Ltd.

1999gns!—3,000 miles, black P4 saloon

82, Park St., W.1. [8459

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P.4 saloon, dark green, green leather, 5,000 miles.

WARWICK WRIGHT Ltd., 150 New Bond St., W.1. Mayfair 9781. [5780

H. A. SAUNDERS Ltd., Radlett, Herts.

1948 Rover 60, mileage 10,000; £1,300.—Tel. Radlett 6167 and 5849. [2517

GORDON CARS (LONDON), Ltd., 1949 Rover 75 saloon; £1,475.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9506

ROVER P.4, 1950, black/red, 12,800 miles; Rover maintained; show condition.—Royal 2423, 10-5. [9661

CAMDEN MOTORS.—Rover 75 sports saloon, July 1949, maroon with red leather, immaculate throughout; £1,395.

CAMDEN MOTORS.—Rover 75 saloon, 1950, series P4, black, brown hide, H.M.V. radio, heater, seat covers, etc., tiny mileage; £1,995.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery to anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. [9776

ROVER P.4, June 1950, superb condition, 13,000 miles; £2,100, or best offer.—W. T. Gilbert, 110, Old Broad St., E.C.2. [1108

1948 Rover 75 6-light saloon.—Smith and Hunter Ltd., 376 Kensington High St., London, W.14. Tel. Western 2312. [8942

FOR sale.—Rover P4 1950 property of a doctor owning 2 other cars, maintained by Rover, immaculate condition; £2,050.—Box 5768. [9872

1951 Series Rover 75 P4 saloon, 400 miles.—Green & Zonis Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [9843

1951 P.4 saloon, 5,000 miles, perfect condition throughout; £2,075.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8458

1948 Rover 60 6-light saloon, black, maroon leather; £1,225.—Penn Garage (Wolverhampton), Ltd., Penn Terminus, Wolverhampton. Tel. 36737. [1069

1950 Rover 75 P4 saloon, pastel blue, blue leather, Regency loose covers, heater, 5,000 miles only, spare unused, one owner; another finished black-red.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [9449

LAND-ROVER

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer:—

1950 (Nov.) Land-Rover, 8,000 miles, indicators, optional drive to front wheel.

1949 (September) Land-Rover, 9,000 miles, Brockhouse trailer available with this vehicle if required.

1949 (July) Land-Rover, 18,000 miles, in very sound condition.

A WIDE selection to meet all requirements always in stock.

HARVEY HUDSON Ltd., South Woodford, E.18. Tel. Wanstead 0056. [9961

1950 Land-Rover; £625.—Roys Autos, Ltd. Euston 2730. [9766

1950 (August) Land-Rover, one owner, used road work only 8,600 miles.—Odeon Motors, Ltd. Barnet 4100. [7394

1950 Land-Rover, 12,000 miles, carefully used, perfect condition, spare unused, Notek trafficators; £695.—Sutcliffe, 23, Brownberrie Walk, Horsforth, Leeds. [9618

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee; prices from £595.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [8628

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [6808

ROVER MISCELLANEOUS

H

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0020

B. J. HUNTER, Ltd., offer:—

1947 Rover 10hp saloon, fitted radio, heater, seat covers, positively superb condition; £975.—Below.

1938 Rover 20hp sports saloon, high-grade car in fine order; £535.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [9713

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

CAMDEN MOTORS.—Rover 10hp 4-door saloon, 1939, popular de luxe model with sun roof, similar appearance to post-war series, rimbellishers, etc., typical smooth and exhilarating Rover performance, outstanding value; £595.

CAMDEN MOTORS.—Rover 10hp saloon, 1940 series, exceptional bargain, looks and runs like a 1947 car, new Avon tyres; £650.

CAMDEN MOTORS.—Rover 10hp saloon, late 1938, attractive Rover green, recent major engine overhaul, seat covers, discs and other extras; £395.

CAMDEN MOTORS.—Rover 10hp saloon, 1937 series, fitted radio, passlights and windscreen heater, very sound bodywork in special maroon finish, seat covers, etc.; £365.

CAMDEN MOTORS.—Rover 12hp sportsman's 4-light saloon, 1938 series, late registration, attractive lines and appearance, engine just decoked and checked over in our workshops; £595.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, late type model identical to 1947 series, late property employee of Rover works, maintained and serviced by manufacturers, complete engine reconditioning carried out less than 4,000 miles back; £725.

CAMDEN MOTORS.—Rover 12hp saloon, 1939, black, red leather, much above average condition, coachwork and interior particularly good; £695.

CAMDEN MOTORS.—Rover 12hp saloon, Dec. 1947, immaculate Rover green, 18,000 very careful miles, new Avon tyres just fitted, many extras; £1,095.

CAMDEN MOTORS.—Rover 14hp saloon, 1934 series, a particularly bright looking car, good bodywork and engine, freewheel and remote control gears, like 1939 model; £195.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1937, a very desirable model, in excellent condition for its year, smooth and lively engine, steering, brakes and gearbox just overhauled in our workshops, two careful owners, colour dark blue; £475.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1938, fitted brand new set of tyres, tailored loose seat covers, discs, passlights, etc., stored 1939-1945 and sparingly used since; £595.

CAMDEN MOTORS.—Rover 14hp saloon, 1940, could easily be taken for 1947 model, appearance identical and condition quite up to post-war standard, immaculate Rover grey, superb engine; £745.

CAMDEN MOTORS.—Rover 14hp saloon, 1947, fitted heater, Regency loose seat covers, etc., moderate mileage and in beautiful condition; £995.

CAMDEN MOTORS.—Rover 16hp sports saloon, late 1937, fitted Motorola radio, discs, passlights, original dark blue cellulose, carefully maintained, excellent tyres and brand new heavy duty battery, fast and delightful to drive; £495.

CAMDEN MOTORS.—Rover 16hp saloon, 1938, special finish in Metallichrome maroon, with leather to match, most attractive looking car, tyres and engine in excellent order; £595.

CAMDEN MOTORS.—Rover 16hp saloon, 1948, Rover grey, one very fussy owner, serviced at Rovers own works, nominal mileage; £1,195.

CAMDEN MOTORS.—Rover 75.—See separate advert under Rover 75.

CAMDEN MOTORS.—Rover 20 special 4-light sports saloon, August 1939, late property of local photographer (sole owner since new), used entirely for pleasure motoring, total mileage 48,210, engine reconditioned, etc., at 40,000, many special features and instruments; £795.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery to anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. [9775

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

WEMBLEY COURT MOTORS offer:—

1950 Rover 75 saloon, grey, in good condition throughout, any trial, outstanding bargain; £995.

1939 Rover 12 sports saloon, just recellulosed, interior reconditioned throughout; mechanically perfect, any trial; £595.

1938 Rover 14hp saloon, black, fitted radio, in excellent condition throughout; £575.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. [9043

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd. Guildford. Tel. 62907. [0242

AS new post-war Rover required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 1288 (day). [0693

1939 Rover 12hp, any condition; £350 offered.—Senior, 17 Swains Lane, London, N.6. Mountview 1769. [1102

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALBONS, of Barking, purchase for cash post-war Rover cars. 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

1950 Singer S.M.1500, 9,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [6393

S. G. SMITH MOTORS, Ltd., offer:—

1950 Singer 1500 saloon, 6,000 miles only, colour blue, fitted radio and heater, indistinguishable from new; £1,095.

S. G. SMITH MOTORS, 285-7, Rye Lane, Peckham. Tel. New Cross 0460. [9053

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [8232

1950 S.M.1500 saloon, 9,000 miles; £985.—Roys Autos, Ltd. Euston 2700. [9761

1950 S.M.1500 saloon, finished in fawn with beige upholstery, 10,000 miles; £1,145.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4434

1950 Singer SM.1500 saloon, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9474

1947 Singer 10 saloons; 2 cars, £630 and £585.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9943

1947 Singer 10 saloon, black, brown leather; £625.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

1948 Singer 10 saloon, seat covers, spot lamp, one owner, just decarbonized, reasonable offer accepted.—G. E. Harper, London Rd., Stevenage. Tel. 700. [9312

£299—1939 Singer 9 Bantam saloon, recellulosed maroon, maroon hide interior, reconditioned engine, bargain.—Bray motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1053

1947 Singer 10 saloon, immaculate condition, just resprayed and new battery fitted, any trial by appointment; £625.—Lancaster Electrical Co., Brookhill Rd., New Barnet. Barnet 0226. [1098

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390

1948 model (Oct. '47) Singer 10 de luxe sun saloon, one owner since new; gift, £525; also 1935 Singer 9 4-door saloon, 16 years in one owner's hands, spotless condition; £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [9671

SINGER

325 gns.—Singer 9 1937 model Le Mans Special Speed 2-seater, metallic blue, maroon leather, Scintilla Vertex, 2 spare wheels, new hood, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

545 gns.—Singer Super 10, December, 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

595 gns.—Singer Super 10, Sept., 1947, de luxe 4-door saloon, black, sliding head, maroon leather, one careful owner, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

895 gns.—Singer 1500, October, 1949, 4-door saloon, fawn, fawn leather, one careful owner, 15,000 miles, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9821

NAYLOR & ROOT, Ltd.—1950 Singer 1500 saloon, azure blue, beige upholstery, superb condition throughout; £1,045; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [9848

Singer Cars Wanted

R

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0066

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9524

Singer Spares and Service

THE North's premier Singer spares stockists. Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091/2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

SPORTS CARS

S

SIMMONS OF CROYDON for all sports and vintage carriages.

HISPANO-SUIZA (1936) 37.2 sedanca de ville by Saoutchik of Paris, completely mechanically rebuilt throughout regardless of any monetary consideration; this is reputedly the ex-Madame Lupescu Hispano and is one of the most magnificent carriages ever conceived by a master craftsman.

HOTCHKISS 1946 Paris-Nice drop head, immaculate in every possible respect.

BENTLEY 4½-litre, rebuilt and re-registered 1938, at same time fitted new open 4-seater body, exceptionally nice looking Bentley, in really fine mechanical condition; £425.

PHOTOGRAPHS and details of the above cars will be forwarded upon request.

SIMMONS OF CROYDON, head Office, 101A, Tamworth Rd., West Croydon.

TEL. Croydon 1537. [9688

BLAKES

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.

110 Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar Liverpool. [8455

MERCURY offer:—

£425—1938 Talbot 10 open 4-seater tourer, in superb condition, resprayed in duo blue, new hood, side screens and tonneau cover, rechromed, spotless interior, etc., a perfect car.

£395—1939 T.A. M.G. 2-seater in cream, excellent mechanically, nice appearance, good all-weather equipment, a super bargain.

£385—1939 Morgan 4/4 open 4-seater, resprayed red, new hood, tonneau cover, an excellent car.

£325—Talbot 110 sports 2-door saloon, the actual winner of the Grand Prix d'Honneur in the Monte Carlo Rally, one owner for 13 years, many special features, a super car.

£295—1937 Delage D100 7-seater partitioned coupe de ville, in very good mechanical condition, Cotal electric box, I.F.S., perfect tyres, the interior is in excellent order, but the exterior requires respraying a superb car at a give-away price.

£165—1927 20hp Rolls-Royce limousine, in very good running order, excellent tyres, complete with spare engine, body work fair, taxed, drive away.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [9731

CARR BROS. offer:—

1932 M.G. 12hp Magna salonette, engine overhauled, new battery and new tyres, mechanically perfect throughout, bodywork excellent and paintwork very attractive; for its age this vehicle is in unique condition; £225.

1938 B.M.W. type 329 16hp cabriolet, right-hand drive, mechanically perfect throughout, having been recently completely checked over by expert, bodywork outstanding condition for year, cellulosed in attractive blend of grey and black, interior very clean and upholstered in red leather; an outstanding specimen car of wonderful performance; £650.

1933 M.G. J.2 Midget, engine recently reconditioned, new tyres, in excellent order throughout; £235.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Uplands 4811-2-3. [9239

AUSTIN 750 formula 2-seater, raced at Silverstone, road trim; snip at £155, or any exchange.—Hackney Repair Works, 435, Hackney Rd., London, E.2. Tel. Shoreditch 8209. [9619

SPORTS CARS

B. & G. MOTORS offer:—

£140—Frazer Nash 1½-litre 12hp Anzani-engined 4-cyl. Boulogne model 2-3-seater, smart black finish with quick fillers, tonneau cover, outside exhausts, etc., really fast; a demonstration will both convince and frighten you to death.

£125—Amilcar 9hp low chassis Surbaisse model 2-seater, taxed; in 1946 this car was completely rebuilt to original specification; about a further £200 has been spent on the car during the last four years and late owner only parted with the vehicle for the usual reason of being too hard up to run a car any more, crank has been reground, new block and pistons, etc., etc., 35-40 mpg, lights, starter, etc., all O.K.; spares available from late owner.

£125—O.M. 2-litre 16hp open Speed model 4-seater taxed, rebored and fitted high compression pistons and generally overhauled at cost of £80 this year, very, very fast and reliable, does over 30 mpg.

£150—Wolseley Hornet 12hp E.W. special Daytona 2-4-seater, taxed, green, twin carbs, knock-on wheels.

MANY others, terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. [1076

CHIPSTEAD MOTORS, Ltd.

OFFER the following in immaculate condition:—

BUGATTI 43H s.c. 2.3 roadster 2-seater.

B.M.W. 328 late 1938 (with Type 55 engine) 2-seater.

CITROEN 12 1939 model saloon.

CITROEN 15 special 1948 saloon.

FIAT 500 1939 model coupe, reconditioned.

HOTCHKISS 1936-8-9, 2 saloons, one coupe.

LANCIA Aprilia, 1938/9 English streamlined sports saloon, specimen.

ROVER 16, 1946, reconditioned, push-button radio, heater, immaculate, etc.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [9430

3½-litre Lagonda, 1934, new hood and tonneau cover, completely overhauled.—Box 5724. [9222

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seater far above average condition; please telephone for details of current stock, including:—

ALVIS 1933 2-4-seater, 1934 tourer.

ALFA-ROMEO 1929 1,500cc twin cam, blown, 2-seater.

ARMSTRONG SIDDELEY, 1936 17hp 2-door sportsman's saloon engine and gear box reconditioned by makers, exceptional throughout.

BENTLEY 1929 Red Label tourer.

BENTLEY 1929 4½-litre saloon, one owner.

LAGONDA 1932 16-80 saloon, crash box.

S.S.II 1935 saloon, one owner.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [9752

PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 8841.

ONLY three minutes from Northfields Tube Station, Piccadilly or District lines.

THE Biggest and best selection of sports and touring cars in the country.

ALL cars over £150 are offered with our 3 months' written guarantee.

R.A.C. Repairers, A.A. Garage; Member M.A.A. Specialised Repairs, Modern Service Station.

ALVIS Speed 25 Charlesworth saloon, specimen, 1937, £465; Alvis 14hp Firebird d/h foursome, 1936, £395.

AUSTIN 10 d/h foursome, 1935, £245; Austin 14/6 saloon, 1931, £90.

BENTLEY 4½-litre Vanden Plas tourer, checked throughout, specimen car, £10 tax, 1929/31; £485.

FORD Prefect saloon, 1947, £385; Ford V.8 model 81A drop head, 1939, £475.

FORD V.8 model O.I.A. saloon, 1940, £375; Ford V.8 model 78 saloon, 1937, £275.

FORD V.8 model 68 saloon, 1935, £125; Fiat 500 cabriolet, 1937, £250.

FRAZER NASH-B.M.W. type 327/80 drop head foursome, checked throughout, exceptional, 1938; £950.

HILLMAN Minx drop head foursome, radio, Scintilla Vertex, Stromberg carb., exceptional, 1939; £425.

LAGONDA 3-litre tourer, £250 recently spent, exceptional car, 1932; £265.

M.G. T.C. 2-seater, fitted radio, bumpers, many extras, specimen car, 1948; £695.

M.G. V.A. 1½-litre tourer, checked throughout, spotless, choice of two; £450 and £395.

M.G. 2-litre saloon, 1938, £300; M.G. 2-litre tourer, spotless, 1938, £425.

M.G. 2-litre d/h foursome, 1936, £385; M.G. T.A. 10hp, choice of two, 1937; £395 and £365.

M.G. P.A. 8hp 2-seater, 1934, £295; M.G. P.A. 8hp 4-seater, 1934, £345.

M.G. J.2 8hp 2-seater, 1934, £245; M.G. N.A. 12hp Magnette 2-seater, 1934, £295.

MORRIS 8 4-seater tourer, 1938, £265; Morris 8 4-seater tourer, 1937, £255.

ROLLS-ROYCE Phantom II 7-seater limousine, 1936, £225; Packard 30hp d/h foursome, 1938, £385.

S.S.100 2½-litre competition 2-seater, specimen car, 1939, £495; Singer 9 sports tourer, 1935, £225.

STANDARD 8hp d/h foursome, 1939, £295; Studebaker 28hp d/h foursome 1937, £225.

TALBOT 75 18hp saloon, manual box, 1937, £345; Willys 16hp coupe, 1938, £250. [9687

£245—1935 S.S.90 sports 2-seater; unrepeatable bargain.—Bray Motors 180-184, West End Lane N.W.6. Hampstead 6490. [2916

FRAZER NASH-B.M.W. 326, 2 owners, 13,000 miles since overhaul, including new hood and lining, fitted heater and many extras; £750.—Cranleigh Motors, Cranleigh, Surrey. Tel. 523. [1116

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

POTTER, RICHARDS & CARR offer choice of Alvis, Bentley, Bugatti, Hudson, H.R.G., Hurtu, Hyper, Rolls-Royce, Mercedes, Salmson, Citroen, Lancia, Bugatti, Alfa-Romeo.

ATTRACTIVE prices: part exchanges, h.p. terms.

FOR details Tel. Kensington 6951 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [9622

VINTAGE CARS, offer Alfa-Romeo, Allard, Alvis, Austin, Buick, Ford, M.G. and Talbot from stock; terms exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [9558

£155.—Fraser Nash 1951 5-seater, Meadows 4E.D., good body, hood and general condition, P 100s, no rear screens.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [9629

VINTAGE AUTOS, of Knightsbridge, specialists in Vintage Continental sports and racing cars, always a good selection at competitive prices.—169-193, Pavilion Rd., Sloane St., Knightsbridge. Sloane 4867. [9434

JAGUAR 3½ competition 100 genuine 1947/8 factory production; not a re-registered pre-war; full particulars on request; £950. Hire purchase if required; exchange.—K. N. Rudd, 68, Victoria Rd., Worthing. [9651

1949 Connaught 1,766cc, 6,000 miles, last raced T.T. Race (Dundrod), good history, owner acquiring new car for next season (British racing green), price £1,280.; H.P. can be arranged.—Tel. Laburnum 3069. [8906

AUSTIN 7 Ulster special streamline 2-seater, 1947, respraped B.R.G., host of instruments, new wheel and tyres, goes like a rocket, only wants seeing; £325, with 3 months' guarantee.—O.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712 & 8584. [9469

ROBB & YOUNG, Ltd., offer: veritas Meteor, post-war 2-litre B.M.W., 150mph 2-seater, import duty and purchase tax have been paid on this vehicle exceptions condition; £1,475.—63-69, Shepherd Ave., Shepherd's Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9614

ANTHONY CROOK offer 1950 Le Mans replica Fraser Nash 2-seater, "ex mulmsan car; hardly raced, 1947 Healey 2 seater sports, £895, also the famous "Appleton" special 1,100cc single-seater, holder of numerous records pre-war, bargain £750.—Anthony Crook, 1, Caterham Hill, Surrey. Tel. 2252-3. [9646

IMMACULATE Riley Sprite 1½-litre 2-seater sports, 6,000 miles since £250 complete overhaul, new crankshaft and camshaft, pre-selector gear box, etc., recellulosed two shades of green, excellent upholstery and weather protection, fitted heater, cruises 70 with maximum of 95 pins and passing; family reason for sale, £625.—D. Bennett, 120, Sapcote Rd., Burbage, Leics. Tel. Hinckley 465. [9606

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

PARTICULARS and photographs reliable 4-seater sports to BM/DONSAL, W.C.1. [9915

OPEN Hornet and Brooklands Riley.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [9286

PERFORMANCE CARS, of the Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 6641.) [9276

SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1597. [9288

POST-WAR continental convertible or drop head reasonably low mileage, Alfa, Ferrari, Delahaye, Delage or what have you.—Gill, 21, Cranley Gardens, South Kensington. [9661

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

1936 S.S.II 12hp sports saloon, 4-str., leather upholstery, engine completely overhauled, including resleeving, gearbox completely; £280.—Box 5774. [9616

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

CARR BROS. offer:—

1939 Standard 8hp. engine recently overhauled, black cellulose, very clean, a very reliable and economical car, £340.

CARR BROS. GARAGES, Ltd., 21, Soho Square, W.1. (Gerrard 1262. [9733

WEMBLEY COURT MOTORS offer:—

1946 Standard 8 drop head coupe, black, in excellent condition; £425.

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley, Arm.ld 5221-2. [9728

1946 Standard 8 tourer, new hood, recellulosed grey, tyres very good condition; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1036

LATE 1947 Standard 8 saloon, grey, low mileage, new condition; £325.—Tel. Stafford 548. [9611

1947 Standard 8 saloon (immaculate condition, choice of two from £475.—Below.

1948 Standard 8 tourer, black as new; £550.—Hendon Central Garage, Ltd., 44-46 Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8124

STANDARD 8, 1947, wireless, covers, worth £525, accept £490.—Castle Bromwich Garage. [9275

STANDARD 8 tourer (1948), one owner, 20,000 miles, spare unused, radio, heater; £475.—Worthing 1125. [1090

£435.—Standard 8 1946 saloon, an excellent car mechanically, sliding roof, smart interior; many others.

1939 Standard 8 saloon, very sound; £345.—Smith & Hunter Ltd., 175, Kensington High St., London, W.14. Tel. Western 2512. [9841

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50 yards Holland Park Tube). [9197

1939 Standard 8 saloon, excellent mechanically, respayed, £395.—Kings Motors, High St., Hounslow. Tel. 3532. [8642

1939 Standard 8 sun saloon, grey, blue upholstery; bargain, £350.—Richards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [4250

STANDARD 8

1947 Standard 8hp saloon de luxe, black, brown interior, extras, petrol; as new in every respect; £475.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 2202. [9433

£295.—1939 Standard 8hp saloon, black/brown leather.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [9747

1948 £485.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [9373

1947 Standard 8 saloon, an exceptional motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [9552

1946 (July) Standard 8hp saloon, grey, blue upholstery 12,700 miles, showroom condition; £545; hire purchase and exchanges arranged.

COLLY'S GARAGE, Earls Court Rd., S.W.5. Frobisher 0083. [8304

1939 Standard 8 saloon, black, excellent condition throughout; £375.—M. P. Motors, 336, New Cross Rd., London, S.E.14. Tilbury 5778. [0440

£335 —1946 Standard 8 de luxe saloon, black, beautiful condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1054

WATERHOUSE offer 1947 Standard 8 drop head coupe, black, excellent condition, £470.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9540

1946 Standard 8 d.h. foursome coupe, 22,000 miles, one owner since new, £435; also 1940 and 1948 saloons, £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 5723. [7062

£495.—1947 Standard 8hp drop head coupe, grey, 24,000 miles, really excellent; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [9685

STANDARD 8 drop head coupe, black, reconditioned engine and gear box, very smart car; £395.—Bells Service Garages, 164, London Rd., Kingston-on-Thames. Kingston 1185. [9702

1947 Standard 8 drop head coupe, exceptional condition, reconditioned engine, hood cover, engine fitted heater; £495.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [7759

1948 (June) Standard 8hp drop head coupe, grey, with blue leather, low mileage, almost as new; £575.—Gibsons Sports Cars (Kchurch), Ltd., Lodbhurst Rd., Christchurch, Hants. Tel. 1681. [9680

TANKARD & SMITH, Ltd., offer 1947 Standard 8 saloon in black with brown upholstery, moderate mileage only, no faults, any trial or examination; £515; three months' written guarantee, also 200 guaranteed used cars of all make.—Below.

TANKARD & SMITH, Ltd., offer 1946 Standard 8 d.h. foursome coupe, in grey with blue leather, very clean little car, in faultless mechanical condition; £550; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 8803-3. [9247

325 ens.—Standard 8 1939 model de luxe saloon, grey, sliding head, blue leather; very good condition; taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9621

£570.—1,100 cc. Standard 8, 1948 Standard 8 drop head coupe, cellulose literally unmarked, mechanical condition perfect, inside looks and still smells new, probably the finest specimen in England to-day.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow, Har. 4444-3694. [9721

STANDARD 9

1936 Standard 9 saloon; £325.—Roys Autos, Ltd., Euston 2700. [9757

1938 Flying Standard 9hp 2-door saloon; £280, in Aberdeen; bargain, must sell.—Details Box 5765. [9869

1938 Standard Flying 9 saloon, excellent condition throughout; £395 or nearest offer.—Tel. Shaftesbury 2266 any evening. [9218

STANDARD 12

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Standard 12 drop head foursome coupe, respayed black with green leather upholstery, excellent mechanical order; £395.

HIRE purchase terms on the spot with no references, no formalities or guarantors, top price in part exchange on your present car, choice of car; unlimited 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [9978

GLANFIELD LAWRENCE offer:—

1946 (Oct.) Standard 12 saloon, black/beige, genuine 7,000 miles only, unmarked and virtually as new throughout; £775.—407, High Rd., N.12. Finchley 0091. [9015

C.M.I. CAR SALES (Pri. 6625) offer:—

1939 Standard 12 saloon, overhauled and recellulosed black.—Swiss Cottage, Finchley Rd., N.W.3. [9415

1947 Standard 12 saloon, reconditioned engine just fitted in our works black leather upholstery; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2. Gla. 2254. [9436

£365.—Standard Flying 12, 1938, exceptionally good mechanically, leather interior choice 5, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50 yards Holland Park Tube). [9195

1947 (June) Standard 12 saloon, 22,000 miles, truly in as new condition throughout; gift, £699. Terms arranged.—Hampstead 0087. [9728

1946 Standard 12 saloon, black, in very good condition throughout; accept £610 for quick sale.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9040

£235 —1938 Standard Avon special sports 12/4 coupe cream red hide interior very clean condition good tires excellent runner; bargain.—The Haverstock Garage, Hampstead NW.11. Tel. Gladstone 2462. [8852

STANDARD 12

£425.—1939 Standard super 12 de luxe saloon, excellent condition, similar to post-war model.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9110

1939 Standard 12 saloon, black, brown hide and carpets, unmarred, cellulose and chrome perfect, mechanically perfect, Windtones, pass lights, almost new tyres, 32 mpg, better than some 1948's, £495 o.n.o.—Barnard, 12, Brook Rd., Brentford, Ealing 8835. [9909

£425.—Rare and beautiful Standard 12 de luxe saloon, one owner has maintained this vehicle perfectly, having recently spent £150 on overhauling, no one looking at this vehicle would possibly believe it to be 13 years old, 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showroom, 421, High Rd., Finchley, N.12. Fin. 6221. [1025

STANDARD 14

CARR BROS. offer:—

1946 Standard 14, mechanically perfect, immaculate throughout; £595.

CARR BROS. GARAGES, Ltd., 21, Soho Square, W.1. Gerrard 1262. [9734

B. J. BUNTAIN, Ltd. offer:—

1948 Standard 14 saloon, definitely unmarked, specimen car; £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Te. Gladstone 6305. [5700

1947 Standard 14hp foursome coupe, condition perfect; £735.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1558, 1709. [9627

1948 Standard 14 saloon, one owner, genuine 25,000 miles, 4 new tyres; £735.—G. F. Harper, Lessdon Rd., Stevenage. Tel. 700. [9511

1939 Standard 14 saloon, new engine 6,000 miles, new tyres, wheels in good condition; £575, or offer.—25, Junction Rd., Reading. Tel. 62295. [9605

1946 Standard 14 saloon, fitted new mohair hood this year, in excellent order; £665.—Pearmund, The Cottage, Bayham Rd., Tunbridge Wells. [9540

1947 Standard 14hp saloon, black, lawn upholstery one owner; £755.—Vanderwells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4421. [1111

1948 Standard 14, black, red leather, radio as new; £845.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [8125

1948 (September) Standard 14 saloon, one careused owner, 23,000 miles, beautiful condition, taxed.—Kingston House Garage, Emanuel Gardens, S.W.7. Kensington 6726. [9517

1948 (August) Standard 14, black with beige hide upholstery, moderate mileage, very well maintained; looks almost new; £765; terms, exchanges.—G. S. Hall Ltd., 302, King St., W.6. Riverside 2881. [9514

£765.—Unmarked 1948 Standard 14 saloon de luxe black and brown leather, beautifully preserved and maintained, this car must be seen to be appreciated.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow, Har. 4444-3694. [9722

STANDARD 20

GATE HOUSE offer 1937 Standard 20 saloon, black, grey, excellent condition, £365.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9582

STANDARD VANGUARD

DICKS

1949 Vanguard saloon, fitted radio and heater; £795.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6060-9. [1745

CAR MART, Ltd.

1950 Standard Vanguard saloon, radio, heater, 4,000 miles; £1,195.

1950 Standard Vanguard saloon, radio, heater, left-hand drive, 8,000 miles; £1,050.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6717

BROWN'S for Vanguards.

1950 Standard Vanguard saloon, leather, exceptional condition; £975.

1949 Standard Vanguard, heater, H.M.V. push-button radio, one owner, exceptional condition; £875; 3 months' written guarantee.—Bloss & Gorage, Loughton (Essex) 4119. (Tube.) [9594

B. J. BUNTAIN, Ltd., offer:—

1949 (Nov.) Vanguard saloon, fitted radio, heater, etc.; £925.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Te. Gladstone 6305. [5676

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige leather interior, heater, 10,000 miles; £1,075.

836 —832, High Rd., N.12. Hillside 0024. [9525

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather 8,000 miles.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 0261. [9468

MANN EGERTON & Co., Ltd., offer:—

1950 Vanguard saloon, black, red leather upholstery, heater fitted, 9,000 miles; £1,175.

14, Berkeley St., London, W.1. Regent 2073. [9484

GORDON CARS (LONDON), Ltd., 1950 Standard Vanguard saloon, £1,075.

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard saloon, £925.

GORDON House, 378, Euston Rd., London, N.W.1. Euston 5611. [9504

1950 Vanguard 8,000 miles; £1,050.—Roys Autos, Ltd., Euston 2700. [9762

1949 Standard Vanguard saloon, excellent condition, 16,000 miles; terms, exchanges; £975.

GEORGE NEWMAN & Co., 388, Euston Rd., N.W.1. Euston 4466. [9488

1949 Vanguard, 21,000, green, str., excellent condition; £810; terms.—157, Fore St., N.18. Tot. 3586. [9221

1950 Vanguard, 12,000 miles, leather, silver grey; bargain, £975.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 5723. [7019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

1950 Standard Vanguard saloon, green, 14,000 miles, several extras; £1,050; hire purchase and exchanges arranged.
GOLLY'S GARAGE, Earls Court Rd., S.W.5. Frobisher 0065. [8307

1949 Vanguard saloon, red leather, radio; £835.—Tel. Worthing 3541 evenings or write, 133, St. Andrews Rd., Worthing. [9898

1949 Vanguard saloon, registered Oct., 1950, heater, leather upholstery, one owner, perfect condition; offers?—Box 5810. [1096

200 miles, 1950 Standard Vanguard saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [9475

1950 Standard Vanguard saloon, mileage 5,000, black, red leather, heater.—H. C. Paul Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6572

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1950 Vanguard, grey, low mileage, leather; £1,025.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [9597

1950 (June) Vanguard saloon, radio, heater, hide upholstery, moderate mileage, excellent; £1,095.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [5462

VANGUARD saloon (March) 1950, black with red leather, fitted heater, 12,000 miles; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9696

1950 model Standard Vanguard, black, 4-door saloon, navy blue, hide upholstery, H.M.V. radio, heater, one owner, 14,000 miles, beautifully kept, excellent condition; £985.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel 64. [8789

1949 (August) Vanguard saloon, fitted H.M.V. push-button radio, splendid condition throughout; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9041

1951 (Nov 1950), Vanguard saloon, no covenant, mileage 2,000 only, H.M.V. radio, heater, 3 mirrors, taxed, Comet blue, maroon leather; £1,190.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [9547

1949 Standard Vanguard saloon, metallic bronze, with tan leather upholstery, fitted with interior heater, genuine 16,000 miles since new, superbly maintained car in almost new condition, one owner; £985.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [9011

895 gns.—Standard Vanguard, February, 1949, saloon, champagne, H.M.V. radio, heater, one owner, small mileage, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9823

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0053

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196 King's Rd. S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.
R
S
ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A new, post-war Standard required.—25 Stonewalls Court, W.8. Tulse Hill 1288 (day). [0751

MARSTON MOTOR Co., Ltd., for your Standard.—Tel Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

GENTLEMAN wishes to purchase Mark VI standard steel saloon.—Tel. Reading 83318. The Acre Cottage Sunning-on-Thames. [9831

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. [6929

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2460. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's, Ltd. (Woodford, Essex), Slough House 16, Berkeley St., W.1. [9353

Standard Spares and Service

S & T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD spares all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5919

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd. Stockport (Tel 4464); and Prince's Drive Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5496. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

Standard Spares and Service

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists, Arcadia Ave., Finchley, N.3. Finchley 3908/9. [0002

STUDEBAKER

SIMPSON'S MOTORS offer:—

1951 Studebaker Champion, fitted with all accessories.

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [7419

Studebaker Cars Wanted

S M
SIMPSON'S MOTORS (WEMBLEY), Ltd.
THE American Car Specialists urgently require all models Studebaker. Wembley 8691-2. [0673

SIMPSON'S MOTORS (WEMBLEY), Ltd.
THE American Car Specialists.
URGENTLY required all models Studebaker. Tel. Wembley 8691-2. [0810

SUNBEAM

1934 Sunbeam Speed Twenty sports saloon, very good condition.—London. Liberty 7866. [9811

1933 Sunbeam 23hp saloon; £75, or exchange.—Hackney Repair Works, 435, Hackney Rd., London, E.2. Tel. Shoreditch 8209. [9620

WOLVERHAMPTON Sunbeam saloon, 1933, 20hp, excellent condition throughout; first offer over £250 secures.—Tel. Leigh-on-Sea, Essex, 78308. [9159

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4506. [0315

SUNBEAM-TALBOT

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, radio, 11,000 miles; £1,175.—Car Mart, Ltd., 150, Park Lane W.1. Grosvenor 3434. [8718

COACHCRAFT offer:—

1939 Sunbeam-Talbot 10hp 4-door sports saloon, very clean, one owner car, in first-class condition throughout, taxed, guaranteed 3 months, A.A. or R.A.C. inspection if desired; £465; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9972

BROOKLANDS for individuality.

1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

1949 Sunbeam-Talbot 90 saloon, speedometer reading 11,000.

103, New Bond St., London, W.1. Mayfair 8351/6. [6692

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, black, beige leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1014

1950 Sunbeam-Talbot 90 saloon.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2297

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, genuine 10,000 miles; £1,285.

1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, indistinguishable from new; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8917

1950 Sunbeam-Talbot 90 saloon, bronze with red leather, 12,000 miles; £1,235.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [9807

1950 Sunbeam-Talbot 80 (Oct., 1950), foursome coupe, 11,000 miles only; £1,085.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [9626

1939 Sunbeam-Talbot 10hp saloon, bronze, overhauled, attractive condition; £575.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [9867

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [9250

3300 miles, 1950 (November) Sunbeam-Talbot drop head foursome coupe, leather upholstery, radio; £1,295.

RIPCO, Ltd. 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [9452

SUNBEAM-TALBOT 90 saloon, 1949 (April) black/brown hide, H.M.V. radio, moderate mileage; £1,045.—J. Davy, Western 9641. [9408

1950 (Sept.) Sunbeam-Talbot 90 saloon, finished in grey with grey upholstery, fitted heater, 9,000 miles; £1,325; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-155, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4433

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,465.—Mitchell, 1, Balham High Rd. S.W.12. Balham 2254. [8860

1949 Sunbeam-Talbot 90 saloon, H.M.V. radio, heater, black, immaculate condition.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [9573

1946 Sunbeam-Talbot 10hp drop head foursome coupe, exceptional condition; £695; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube.) [2295

1950 Sunbeam-Talbot 90 saloon, speedometer reading 13,000 miles, one owner, excellent condition; £1,225.—Hern, 11, Aynho, Nr. Banbury. Tel. Croughton 225. [9876

SUNBEAM-TALBOT 10 sports saloon, July 1947, 20,000 miles, radio, pass lights, colour ruby, in superb condition, one owner, any trial; £900, no offers.—Howe, Potters Lane, Basingstoke. [1062

SUNBEAM-TALBOT

1939 Sun.-Talbot 4-litre, clean, any trial; £500, or offer.—Tel. Southend-on-Sea 2145. [9569

1950 (May) Sunbeam-Talbot 90 saloon, bronze, with red leather, radio and heater, guaranteed, 13,000 mls., as new; £1,225.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9679

1295 gns.—Sunbeam-Talbot 90, August, 1950, 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; taxed; terms, exchanges.—Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January, 1940, 2-litre foursome drop head coupe, gunmetal, grey leather, Windtone horns, carefully used, excellent condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9824

1950 Sunbeam-Talbot 90 saloon, grey, fitted with following extras, H.M.V. push-button radio, heater, one owner since new, low mileage; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead 3431-2. [8019

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, quite a nice example of this popular and very scarce pre-war series, original maroon finish with leather to match, lively little engine, several extras, radio, passlights, etc.; £525.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938/9, satin bronze, engine just decoked and checked over in our workshops, very pretty little car; £450.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1940, identical in every respect to 1948 series, one change of ownership since new, carefully and sparingly used, exceptional order; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1948, silver grey, with grey hide interior, immaculate condition, fitted radio, passlights, mellow tones, de-misting, etc., one of the very best we have handled; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, 1949, practically equal to new, negligible mileage; £1,075.

CAMDEN MOTORS.—Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [9784

SUNBEAM-TALBOT 2-litre saloon, metallic grey with grey upholstery, Notek fog lamp, trailer coupling; this car has been especially well cared for, and is in excellent order throughout; for sale privately, inspection by appointment.—Enquiries to Box 5457. [7215

1951 model 16hp Sunbeam-Talbot 90, satin bronze, covenant free, excellent condition throughout, seats covered, heater, radio, rubber flooring, Lifeguard inner tubes, windscreen water spray cleaner, numerous other extras; private sale £1,500.—Mayfair 9926. 29, Green St., W.1. [9895

Sunbeam-Talbot Cars Wanted

R
ROOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

R
ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0090

ALMOST new Sunbeam-Talbot required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0862

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

R. F. FUGGLE, Ltd.

TALBOT 110, fitted with James Young sports saloon, serviced by us since new, chassis recently reconditioned throughout, new tyres fitted, black, interior brown hide; £575.

1938 3-litre Talbot sports saloon, coachwork Thrupp & Maberly, guaranteed mileage under 30,000, coachwork and chassis 100%; £950.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [9087

PALMERS MOTORS, Ltd.

1938 Talbot 3-litre foursome drop head; £295; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [1087

TALBOT 1938 20hp saloon, exceptional condition in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [9050

1934 Talbot 75 foursome coupe, one owner, guaranteed; £185, payments.—Oldfield, 386, Kensington High St., W.14. Western 8631. [9981

1933 Talbot 14, good condition and running order, rebored and gear box overhauled 1951; £100. Three Witches, Harrietsham, Kent. Harrietsham 274. [9658

Talbot Cars Wanted

ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0091

TALBOT or similar pre-war car wanted.—Hailstone, High Croft, Milford, Surrey. Godalming 1374. [8666

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

DICKS.

1948 (November) Triumph 1800 saloon, superior condition; £1,075.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [6899

CAR MART, Ltd.

1950-1 Triumph Mayflower saloon, 6,000 miles; £1,115.

1950 Triumph 2000 Renown saloon, heater, 3,000 miles; £1,450.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6719

CHARLES FOLLETT, Ltd.,

SPECIAL offer, 1950 Triumph Renown saloon, gunmetal, grey leather, heater, one owner, 26,000 miles, serviced and guaranteed, has to be seen for condition to be appreciated; £1,275.

18, Berkeley St., W.1. May. 6866.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5856-8. [9891

ROSE & YOUNG, Ltd., offer:—

1950 Triumph Renown saloon, excellent condition, fitted H.M.V. radio and heater, gunmetal finish; £1,195.

1949 Triumph 2000 Roadster, exceptional condition inside and out, finished champagne; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [9853

ROSE & YOUNG, Ltd. offer:—

1950 Triumph Renown saloon, exceptional condition inside and out, metallic grey; £1,195.

1950 (September) Triumph Mayflower saloon, heater, radio, wheel embellishers, mileage 4,000, as new; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [9851

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey with grey interior, 10,000 miles; £1,295.

836-842, High Rd., N.12. Hillside 0024. [9526

H. M. BENTLEY & PARTNERS, Ltd.

1949 (August) Triumph 2000 Roadster, metallic grey, Laystall balanced engine, heater, many extras, 15,000 miles only; £1,095.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [9719

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Triumph 1800 saloon, 22,000 miles; £1,050.—Tel. Radlett 6167 and 5849. [9965

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 Roadster, grey; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8918

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carburettors, twin spotlights, etc., condition immaculate, taxed; £875.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [2296

1949 Triumph 2000 Roadster; terms; exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4468. [9489

GORDON CARS (LONDON), Ltd., 1950 Triumph Renown saloon; £1,375.

GORDON CARS (LONDON), Ltd., 1950 Triumph Mayflower saloon; £1,125.

GORDON CARS (LONDON), Ltd., 1949 Triumph 2000 saloon; £1,250.

GORDON CARS (LONDON), Ltd., 1948 Triumph 1800 Roadster; £955.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [9505

TRIUMPH R.E. saloon, black, moderate mileage, good tyres, H.M.V. radio; £985.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [1072

TRIUMPH Roadster 2000, 1949, showroom condition; best offer over £1,000.—Slough 23176. [9817

1950 (Aug.) Triumph Renown, 6,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [9925

MAYFLOWER (Nov., 1950), 10,215, offer, would exchange earlier saloon, terms.—Castle Bromwich Garage. [9274

1947 Triumph razor-edge saloon, black, red leather upholstery, immaculate condition throughout; £950.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [9868

1950 (November) Triumph Mayflower saloon, radio, under 2,000 miles, condition as new; £1,095.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [9448

£1195.—1949 (Oct.) Triumph 2000 razor edge saloon, black, beige leather, taxed Dec., one owner.

STANHAY (ASHFORD), Ltd., Elwick Works, Ashford, Kent. Tel. Ashford 1170. [9147

1949 Triumph 2000 Renown saloon, grey, grey leather, excellent condition, 20,000 miles, fitted radio.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [9856

£1065.—1949 Triumph razor-edge saloon, 2000 model, exceptional condition.—20, Viceroy Lodge, Hove 30569. [9657

1950 Triumph Mayflower, black, 7,000 miles, £1,100.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [7721

1949 Triumph 2000 saloon, metallic grey, 8,000 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [7720

L. P. DOVE offer 1950 Triumph Renown saloon, one careful owner; £1,295.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [1080

1950 Mayflower saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9466

TRIUMPH

1949 Triumph Roadster, 2,000, grey, one careful owner since new, excellent condition, spare unused; £1,000.—Box 5745. [9282

1939 Triumph 14hp 4-cyl. Dolomite sports saloon, black, green hide interior, unusually well cared for; £475, exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0881. [8048

1949 Triumph Roadster, exceptional condition, regular weekly service from new; £945; further particulars.—Tel. Hillside 7857. [9154

1950 Triumph Mayflower, 5,000 miles, immaculate condition; £1,050.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8457

1938 Triumph Dolomite sportsmans saloon, guaranteed; £375; payments.—Oldfield, 396, Kensington High St., W.14. Western 6631. [9889

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer 6,400, immaculate condition; £1,450.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6066

£1275.—1950 Triumph Renown saloon, black with beige leather, 14,000 miles, one owner.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8415

1949 (May) Triumph 2000 Roadster, 8,000 miles, green, spare unused; £1,150.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6676

1950 Triumph Renown, 13,000 miles, as new; £1,350.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines) [9352

1950 Triumph Renown saloon, maroon, leather upholstery, tailored loose covers, 6,200 miles, like new; £1,480, hire purchase and exchanges arranged.

GOLLY'S GARAGE, Earl's Court Rd., S.W.5. Frobisher 0063. [8808

1950 (June) Triumph Renown saloon, 26,514 miles, comet blue, immaculate condition throughout; £1,200; part exchange smaller car considered.

WHYTLAW & HARPER, Ltd., 174, Upper Richmond Rd., S.W.14. Prospect 4456. [9845

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition; £1,450.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3171

£70.—1951 Triumph 8 saloon, reconditioned engine, 4 new tyres, very good coachwork for year.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [8786

CAMDEN MOTORS.—Triumph 1800 razor-edge saloon, 1948, silver grey with grey leather, very outstanding order, small mileage, heater, loose seat covers, link protective mats; £995.

ALSO two 2000 saloons from £1,085 and two 2000 Roadsters from £965.

CAMDEN MOTORS.—Triumph 2-litre Dolomite Royal special drop head foursome coupe, 1939, a scarce and most desirable coupe, excellent coachwork and interior, good hood and tyres, exceptionally fast, numerous extras and special features; £445.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9786

1949 (Nov.) Triumph 2000 razor edge saloon, grey, immaculate; £1,195.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6427

£445.—Sept., 1938, Triumph 14hp Dolomite, black with green leather upholstery, recently recellulosed; terms, exchanges.—G. S. Hall, Ltd., 502, King St., W.6. Riverside 2881. [9362

1950 Triumph Mayflower saloon, first registered 6.10.50, finished in steel grey with red leather upholstery, one owner, fitted radio and heater, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [9455

1195 gns.—Triumph 2000, July 1949, razor-edge 4-door saloon, gunmetal, grey leather, small mileage, very carefully used, almost new condition, taxed; terms, exchanges.—Rowland Smith, below.

895 gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition, taxed; terms, exchanges.—Rowland Smith below.

395 gns.—Triumph Dolomite, December 1939, 14-60hp 4-door sports saloon, black, sliding head, fawn leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9825

1949 Triumph razor edge saloon, 14hp, four forward gears, black, heater, screen washer, immaculate condition, carpets and upholstery unworn, £1,275.—Tottle, Bristol Rd., Bridgwater. [8594

1950 (October) Triumph Mayflower saloon, finished maroon, fitted heater, 5,000 miles, exactly as new, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4462.

1947 (May) Triumph razor edge saloon, showroom condition, black, beige leather, fitted heater, spot lamp; £895; would exchange cheaper car and cash.—269, Sarehole Rd., Hall Green, Birmingham. Springfield 4062. [9168

1950 (Oct.) Triumph Mayflower saloon, black, fawn leather, 3,700 miles, as new condition throughout; £1,075; compare condition, mileage and price.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [7715

TANKARD & SMITH, Ltd., offer 1948 Triumph 1800 R.E. saloon, grey with grey leather upholstery. Whole car in beautiful condition and has been carefully used, engine recently overhauled, any trial or inspection, written guarantee, H.P. and part exchange available; £1,090.—226-232, High Rd., N.15. Stamford Hill 3291. [9578

Triumph Cars Wanted

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0183

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0804

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May 3051. [6930

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [9354

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Bexleyheath. Tel. 1666-7. [0496

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay. (Tel. 3522). [0555

UTILITY CARS

DICKS.

1949 Bradford van, low mileage, carefully used; £475.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [3457

CARR BROS. offer:—

1950 Riley 1½-litre utility, 2,000 miles only, well-built body with accommodation for 4 people and large quantity of luggage, as new throughout; £895.

CARR BROS. GARAGES, Ltd., Purley. Tel. Upl. 4612. [9732

JACK STONE & SON offer:—

1950 Morris 10hp 6-seater Martin Walter utility, 1950 Ford 10hp Martin Walter utility; 1949 Jowett Bradford super de luxe 5/6; utility; 1946 Ford 10cwt Martin Walter utility; cash, easy hire purchase and exchanges.—221, Upper Richmond Rd., Putney. Tel. Putney 1054/5, 2276/7. [9623

PHILIP RICKARDS, Ltd., offer:—

1949 Jowett Utility, beige, 18,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [9664

MERES & MERES, Ltd. (Est. 1903), offer:—

1948 (Nov.) Jowett Bradford 8hp utility, beige, coachwork, mechanical condition and tyres excellent, one owner, taxed; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9554

JOE THOMPSON (MOTORS), Ltd., offer:—

PACKARD 9-passenger station wagon or shooting brake, most luxuriously appointed, first registered 1948, tax £10, genuine mileage 10,000.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4859. [9404

1950 Bradford utility, one owner, low mileage, 4 seats, taxed, guaranteed; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9234

1948 Bedford 10hp 7-seater utility, fitted radio, 70 mph, 37 mpg, many extras, taxed; £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9233

1950 Bradford de luxe utility, 4 seats, excellent condition throughout, taxed, guaranteed, £650.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9235

700 miles.—Austin A40 Countryman.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9478

1950 (Dec.) covenant-free Austin A40 Countryman, 7,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [9925

1947 Austin 10 with utility bodywork, seating for 6, engine recently reconditioned, bodywork in smart condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6680

HUMBER utility (reg. November 1946) excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8101

1948 Bradford de luxe utility, small mileage, coachwork as new; £495.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [4699

1950 Bradford de luxe utility, spotless condition, small mileage; £640.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [6265

UNDER 1,000 miles.—Fordson 10hp Martin Walter 7-seater utilecon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9480

1949 (November) Bradford 4-light utility, 14,000 miles, grey, very carefully used, 3 months' guarantee, any inspection invited; £535; also

1947 Austin 10hp 7-seater Martin Walter Utilecon, 25,000 miles, exceptional condition, any inspection; £645.

TRINITY CARS, Ltd., 96, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8688

HILLMAN Phase II shooting brake, unregistered, rebuilt mostly from new spares, new body, tyres, etc.; 6 months' guarantee; immediate delivery; £675.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. [1029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

1938 Lanchester 19hp utility with new timbered body, in beautiful condition throughout; £450.—Millais, Crosswater Farm, Churt. Tel. Frensham 415. [8196

£495.—1946 Hillman 10hp utility van, fold-flat seats in rear, spotlessly recellulosed and looks like private vehicle; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9022

WALTER SCOTT, Ltd.—Hillman 10 wooden utility, ex-W.D., registered 1951, excellent runner; £285. —39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube) Pri. 5914. [2341

1948 (September) Allard estate car, fitted superb 4-seater timbered body; £765; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [7406

1950 Bedford 15cwt shooting brake, fitted with Perkins P.6 exhauster type engine, in first class condition, £10 tax; any trial; to seat 7 and specially fitted to tow heavy horse box; £950.—Campion, Croft, Leicester. Tel. Sutton Elms 213. [9172

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0993

ALL types utilities wanted for cash.—Read Bros., Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood S.W.19. Liberty 1604. [0324

VAUXHALL 10

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1947 Vauxhall 10 saloon, black; £750.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [9976

1947 Vauxhall 10 saloon, excellent condition; £635.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6622

1939 Vauxhall 10 de luxe saloon, recellulosed, outstanding condition, taxed, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9236

1940 Vauxhall 10, excellent condition, bargain; £475.—48, Brampton Park Rd., Hitchin, Herts. [1061

1940 Vauxhall 10 sln., recond. eng., radio; £455. —Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9945

1946 Vauxhall 10 de luxe saloon, black, brown hide upholstery, one owner, immaculate condition; £650.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1082

£515.—Very unusual and beautifully maintained Vauxhall 10, 1940 model, bodywork spotless, interior excellent; this vehicle is so beautiful will pass for 1948 motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9015

VAUXHALL 12

G E

GEOFFREY EDWARDS, Ltd., offer:—

1947 12hp Bedford type Vauxhall, fitted most exceptionally attractive and beautifully built 4-door 6-seater estate car body with special rigid-built roof for standing upon and extra flap doors to rear, finished in cherry maroon cellulose, chromium fittings and natural wood, upholstered in Bedford cord, extras include radio, heater, demisters, twin pass lights, swivel spot light mounted on roof, twin reverse lights, directional indicators, windscreen washers, mirrors, chromium Rimbellishers, new tyres, concealed tow bar, etc., one previous owner, low mileage, completely immaculate and as new throughout, three months' written guarantee, part exchanges, hire purchase; £715.

GEOFFREY EDWARDS, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [9367

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 12 saloon, one owner, really genuine condition throughout; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8678

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Vauxhall 12hp saloon, mileage 20,000; £775. —Tel. Radlett 6167 and 5849. [2515

1948 Vauxhall 12hp, black, 13,000 miles, excellent condition, 4 new tyres; £750.—Tel. Epsom 1658. [9634

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [3217

1947 Vauxhall 12hp saloon, black, one owner; £725.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8052

1938 Vauxhall 12/6 saloon, black, in splendid condition throughout, one owner, bargain; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9039

1940 Vauxhall 12, in really good condition throughout, any trial or examination; £495; terms.—Midland Motor Co., Traffic St., Derby. Tel. Becketwell 40124. [9302

1948 Vauxhall 12 4-door sunshine saloon, almost unmarked inside and out, tyres good, low mileage, accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5438

TANKARD & SMITH, Ltd., offer 1946 Vauxhall 12 saloon in black with brown leather, first class mechanical condition, clean coachwork and interior; £625; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [9245

1940 Vauxhall 12hp 4/d saloon, leather in original condition, fitted loose covers, sunshine roof, this vehicle was used for the sole purpose of driving an elderly gentleman to and from his office and has been maintained by Spurlings throughout, in exceptional condition, engine and chassis as new, no rust anywhere; nearest to £500 secures; appointment by letter only to— D. Maxwell, 2b, Wetherby Mansions, S.W.5. [9967

VAUXHALL 14

NORMAN AUTOS offer:—

1946 Vauxhall 14 J-type saloon, faultless condition; £775.—354, London Rd., West Croydon. Thornton Heath 4657. [8991

1938 Vauxhall 14 foursome d/h. coupe; £365.— Below.

1947 Vauxhall 14 sln., very sound; £725.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9946

1948 Vauxhall 14hp saloon car for sale, in good condition; offers to—Box 5767. [9871

1937 Vauxhall 14 saloon, recent engine overhaul and bodywork respray, sound condition throughout; £325.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5362

VAUXHALL saloon, 14hp, 1938, reconditioned engine, for sale; nearest offer £450.—Col. Spencer, Wheatfield, Tetsworth, Oxon. [9544

1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5763

1939 Vauxhall 14hp J. type saloon, in very nice condition; £525.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8658. [7405

VAUXHALL 14 4-seater drop head coupe, '37 model, black, red hide upholstery, reconditioned engine '51, excellent condition throughout; £325.—Wil. 5448. [9880

1937 Vauxhall 14 de luxe saloon, black/brown hide upholstery, a really good specimen, originally clean and mechanically excellent, taxed, £375.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [7638

£245.—1936 Vauxhall 14 de luxe saloon, clean condition, good runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1049

£225.—1935 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [5681

1947 Vauxhall 14, one owner, blue, brown leather, fitted heater, average mileage, excellent condition; nearest to £750.—Apply, Power Specialities, Ltd., Bath Rd. West, Slough, Bucks. [9206

£545.—Immaculate Vauxhall 14 J-type de luxe saloon; this vehicle being identical and in such lovely condition, has persistently been mistaken for 1947 model; absolutely no rust, beautiful bodywork, excellent mechanically; you must compare this with others offered to appreciate it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9017

VAUXHALL 17

79gns.—Vauxhall Cadet 1933 17hp de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9826

VAUXHALL 20

VAUXHALL 20 35/36, reconditioned engine, 2,500 miles, new battery, 20mpg, excellent; £245; exchange M.G., cash adjustment.—Box 5785. [1006

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Velox saloon, radio, heater, 16,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8720

B. J. HUNTER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, definitely unmarked; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8679

SIMPSON'S MOTORS offer:—

1949 model Vauxhall Wyvern, fitted with radio and heater.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8891/2 [3189

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Vauxhall Velox saloon, colour grey, with brown leather upholstery, speedometer reading 9,757 miles, one owner, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5372

SAUL & SLATTER, Ltd., offer:—

1949 Vauxhall Velox, green, leather and heater, one owner, 15,000 miles; £925.

44/46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205/7175. [9571

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox saloon, green with brown interior, radio, heater, etc., 10,000 miles; £945.

1950 Vauxhall Velox saloon, black with brown interior, radio, heater, etc., 5,000 miles; £1,095.

836-842, High Rd., N.12. Hillside 0024. [9328

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox saloon, black, brown leather, heater, 2,000 miles.

1950 Vauxhall Wyvern saloon, black, brown leather, radio and heater, 600 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1016

WADDINGTON MOTORS, Ltd., offer:—

1949 (September) Vauxhall Wyvern, in perfect order throughout; £325.—Fortune Green Rd., N.W.6. Ham. 2211. [5361

SELSDON ROAD GARAGE, Croydon, offer:—

1950 (model) Vauxhall Wyvern saloon, in dark blue with brown hide upholstery, press-button radio, heater, a most carefully used car; £995.

54, Selsdon Rd., S. Croydon, Surrey. Cro. 5470. [9348

VAUXHALL WYVERN & VELOX

1949 Vauxhall Wyvern, £850.—Grove Motors, North Rd., Southall 3477. [6406

1949 (Nov.) Vauxhall Wyvern saloon, 23,000 miles, genuine, one very careful owner, heater.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [7402

1950 (Nov. 9th) Vauxhall Wyvern saloon, leather, heater, 10,000 miles; terms; exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9490

1950 Vauxhall Wyvern, Alpine green, brown leather upholstery, recorded mileage 14,000, fitted radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6000

1949 Velox, first registered December 1949, very small mileage, in excellent condition throughout; £985.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [8641

300 miles only.—1950 Vauxhall Wyvern saloon.— British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9467

1949 Vauxhall Wyvern, blue/brown leather, 16,000 miles, in perfect condition; £875.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [8288

1950 Vauxhall Wyvern saloon, low mileage, one owner, radio; £1,095; also 1949 V. Wyvern, black, loose covers, one owner, beautiful condition; £950.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1042

1949 model Vauxhall Velox, heater, radio, leather, exceptional condition; £865; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7421

1950 Vauxhall Wyvern saloon, colour metallic blue, 14,000 miles, one owner; £975.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [8172

ARCHIE SIMONS & Co., Ltd.—1949 Vauxhall Wyvern saloon, colour black, nominal mileage, one owner, excellent condition throughout; £900.—94, Gt. Portland St., W.1. Lan. 1343. [9558

VELOX 1949, 17,000 miles, just resprayed black, immaculate throughout, mech. perfect, privately owned, one owner, radio; nearest offer to £1,050.— Pinner 5988. Box 5786. [1007

1950 (July) Vauxhall Velox, metallic blue, radio, heater, seat covers, one owner, 6,000 miles, definitely as new throughout; £1,075; exchange considered.—Turner, Pal. 7935. [1027

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguished from new; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [8024

1950 series Velox, finished green, with radio, unmarked and perfect; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [8063

1949 Vauxhall Wyvern 12hp saloon, a low mileage car in first rate condition throughout; a bargain; cash or terms; free service for 3 months is included.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. [7399

£865.—Beautifully maintained Wyvern saloon, by one fussy owner since new, black cellulose unmarked and glistening from innumerable wax polishes, interior like new, chrome meticulously preserved, mechanical condition faultless and runs smooth as silk, probably the cheapest and certainly the best advertised.— Northern Motors, of Harrow, 186-194, Pinner Rd., Harrow. Har. 4444-4694. [9720

VAUXHALL 25

A & S Limousine 1938 Grosvenor, partition, seven passenger, forward occasionals, magnificent condition, leather. Seen:—

ALPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. [8407

VAUXHALL 27

1935 Vauxhall 27 7-seater limousine; £145; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1092

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

GORDON CARS (LONDON), Ltd.—1949/50 Vauxhall Velox saloon; £1,050.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall Wyvern saloon; £895.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14hp J-type saloon; £865.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9501

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 (October) Vauxhall Velox, 22,000 miles, black, brown leather, fitted radio and heater, one owner; £945.

1940 (March) Vauxhall 12hp, black, blue leather upholstery, headlining just renewed, mechanically sound and roadworthy, 4 new tyres, body condition sound; £475.

1939 Vauxhall 14hp, black, red leather upholstery, tyres good all round, heater fitted, in exceptional condition; £575.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [9368

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

R

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0994

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

S
SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4326. [0018

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9525

AS new, post-war Vauxhall car required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2766 (day). [0752

ALMOST new Vauxhall required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0844

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a Earl's Court Rd., S.W.5. Fro. 0063. [0479

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall sales/service), want pre- and post-war Vauxhalls, all models.—320-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4061. [9070

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0082. [0699

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 360-368, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0796

K.J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-140, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0395

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

1906 or possibly earlier A.C. open 2-str. sociable Tiller, steering in original and perfect condition, new tyres, easy steering and quite reliable; £150.—Metcalfe & Mundy, Adam & Eve Mews, Kensington, W.8. Wes. 4795. [9830

1914 Renault 25hp, with original shooting brake body, mahogany, with canvas sidescreens and top, this car, which seats twelve or sleeps two, is in almost completely original condition, even to the sparking plugs and hydraulic shock absorbers, original dynamo lighting set in perfect order, despite its size and positively ducal appearance this car will show 50 on the speedometer with ease, and handles beautifully on corners, the auto-advance Bosch magneto gives instant and carefree starting, the under-the-bonnet finish is in the finest Billancourt traditions, and accessibility is unparalleled; this car is in daily use, and is in every way a thoroughly practical and trustworthy machine, just the job for a Continental tour next year, and at £85 would quickly pay for itself in hotel bills.

G. A. BROOKS, Ltd., Blenheim Works, Lingfield, Surrey. Tel. 275 or 566. [9866

VINTAGE CARS

1927 Sunbeam 20 saloon, two owners, 75,000 miles, excellent condition; £125.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Rav. 6479. [1084

VOLKSWAGEN

VOLKSWAGEN 1949, one owner, perfect condition; £425.—S. & S. Motors. Bayswater 1644. [9816

VOLKSWAGENS bought and sold.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [7472

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0375

VOLKSWAGEN 1947 r.h.d., excellent order; £425.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [9727

Volkswagen Cars Wanted

VOLKSWAGEN wanted in good condition. Tel. Valentine 2096. [9144

VOLKSWAGEN required, must be good condition.—Woods Brookside, Acacia Rd., Staines, Middlesex. Tel. Staines 2346. [0091

WOLSELEY

1950 Wolseley 6/80 saloon, 1,600 miles, genuine grey/brown leather, one owner.

SHAW MOTORS, Ltd., 666-678 Garratt Lane, London, S.W.17. Wim. 5051-3. [[illegible]

1947 Wolseley 18hp, black, brown leather upholstery, immaculate condition; £795.

ACRES AUTOS Ltd., 10 & 11 Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [7436

WOLSELEY

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, maroon, 6,000 miles, in very fine condition.

1950 Wolseley 4/50 saloon, black, 3,500 miles; in outstanding condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5384

DICKS.

1948 Wolseley 8 saloon de luxe, roomy 4-door de luxe, high performance; £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [8657

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1938 Wolseley 14 saloon, original paintwork, very clean interior, exceptional mechanical condition; 398gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car, unique three months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [9991

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, maroon, brown leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8746

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Wolseley 4/50, mileage 12,000; £1,150.—Tel. Radlett 6167 and 5849. [2518

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Wolseley 6/80, mileage 10,000; £1,400.—Tel. Radlett 6167 and 5849. [2519

1950 Wolseley 4/50, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3288. [7002

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1936 model Wolseley Wasp 10hp de luxe 4-door saloon, easyclean wheels, black, brown pneumatic upholstery, excellent condition throughout; £325.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9555

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon; £1,295.

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon; £1,275.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon; £995.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [9508

1950 Wolseley 6/80 saloon.—Autowork, Ltd., Winchester. Winchester 4854. [9251

1950 Wolseley Four-Fifty saloon, 3,000 miles, black, brown, excellent condition; £1,350.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9254

1939 Wolseley 10, grey with blue leather, fitted heater, whole car in outstanding condition.

PETER BANTOCK CAR SALES, 104, High St., Chiswick 2725/5870. [1035

1937 Wolseley 14 d.h. coupe; £225, quick sale.—Parrish, 80, Stafford Rd., E.7. Gra. 0832. [9593

LIMOUSINE 1939 25hp Wolseley special 7-seater; £850.—Lawton-Goodman, 36, North Audley St., W.1. [9494

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—108, London Rd., Kingston. Tel. 3348. [0083

1936 Wolseley 12hp saloon de luxe in remarkable condition throughout, original in every detail; £235.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [7732

1948 Wolseley 8 saloon in fine condition; £595.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [6763

1939 Wolseley 14 de luxe saloon, excellent, guaranteed; £340; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [1087

1949 (Nov.) Wolseley 6/80 saloon, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9464

£395—1939 Wolseley 21 4-door de luxe saloon, spotless condition.—C. A. P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895/6. [9749

1950 Wolseley 4/50, finished in black with brown upholstery, fitted radio and heater, 11,000 miles by one careful owner; £1,190.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [9753

L. P. DOVE offer: 1939 Wolseley 10 saloon, black, brown upholstery, showroom condition; £485.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [1078

1947 Wolseley 8, 36,000 miles, black, with brown upholstery, radio, heater and other extras.—Offers to J. Gwili Jenkins, Ltd., Manoravon Works, Morriston, Swansea, where the car may be seen by appointment. [9270

£595—1937 Wolseley 25, one owner, most carefully used, black with green hide upholstery, very low mileage, definitely in post-war condition, terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [9561

WOLSELEY

1946 Wolseley 18, immaculate condition throughout; £725; terms, exchanges.—Withams Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3760. [1001

1949 Wolseley saloon 4/50, fitted radio, heater, seat covers, small mileage, taxed; £950.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4945. [1090

1938 Wolseley 14 de luxe saloon, one owner from new, good tyres, excellent condition, taxed; £325.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4945. [6079

365gns.—Wolseley 10/40, 1937, de luxe 4-door saloon, bronze, sliding head, brown leather, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

145gns.—Wolseley Hornet, 1932, 12hp Swallow sports 2-seater, blue, good tyres, very good condition; terms; exchanges.—Rowland Smith, below.

750gns.—Wolseley 18, April 1946, de luxe 4-door saloon, black, sliding head, brown leather, radio, small mileage, carefully used, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9827

JACK ROSE, Ltd., offer: 1950 (June) Wolseley 6/80 4-door saloon with extras, dark blue, 10,000 miles, one owner; accept £1,170.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1045

BRUTONS, Ltd.—Wolseley 12 saloon, 1939 model, registered 1938, July, black, brown hide interior, reconditioned engine, superb order; £595.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6830

1938 Wolseley 25hp 7-seater enclosed drive limousine, new engine fitted, really unmarked condition, genuine opportunity to first caller; £475.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [9673

£345—July, 1937, Wolseley 14 de luxe saloon, black with brown hide upholstery, moderate mileage, in original condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [9363

1938 Wolseley 14 saloon, reconditioned engine last August, excellent condition throughout, nearly new tyres; £425; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Midds. Tel. Uxbridge 122. [9068

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BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

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1950 Ford 5cwt van, 11,000 miles, as new; £475.—Carley, Upper Fant Farm, Fant Lane, Maidstone. Tel. 86207. [9615

1950 Ford 10cwt van, good condition; £500 near.—Hemesley, "Woodlands," Hartley-Longfield, Kent. Longfield 2174. [9534

150 miles—1949 Morris J type 10cwt van.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [9477

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1950 Standard Vanguard van, immaculate throughout, 10,000 miles guaranteed; £695.—Hancourt Motors, Chandos St., Leamington Spa 1904. [9902

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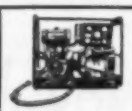

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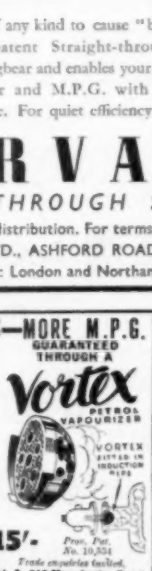

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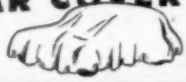

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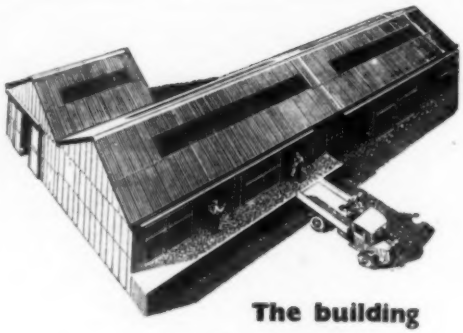

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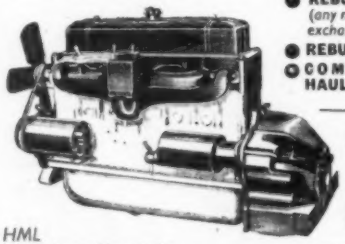

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